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THE
CYCLOPEDIA OF SOUTH AUSTRALIA.

VOL. I.

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SIR GEORGE RUTHVEN LE HUNTE, K.C.M.G., Governor of South Australia.

THE
CYCLOPEDIA
OF SOUTH AUSTRALIA

(ILLUSTRATED).



IN TWO VOLUMES.

VOL. I.

AN HISTORICAL AND COMMERCIAL REVIEW.

DESCRIPTIVE AND BIOGRAPHICAL, FACTS,
FIGURES, AND ILLUSTRATIONS.

AN EPITOME OF PROGRESS.

EDITED BY

H. T. BURGESS, LL.D.

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PREFACE

The design of this work is to present a comprehensive account of the State of South Australia in most of its multifarious aspects, and of its founders and builders who have been, or are, actively engaged in its affairs. The treatment, therefore, must necessarily be descriptive and biographical as well as historical. The land we live in, with its natural features and resources and its aboriginal inhabitants, first claims attention. The history of the community and the growth of the State as an organization have been recorded in minute detail by many writers. Of "histories" and "handbooks" the name is legion, and very many of them have been laid under contribution. It can scarcely escape notice that South Australia, established on new lines, has, in many things, created precedents for itself. The administration of its affairs is not merely political or military, but embraces a great variety of public services that, elsewhere, are undertaken by private individuals or companies. In order to obtain a true idea of our national life, acquaintance with the organization, scope, equipment, and operations of the several Government Departments is as necessary in its way as a knowledge of our legislative methods and Parliamentary transactions. Civilization tends to complexity. Functions are specialized. Accordingly Societies, Associations, and Institutions are multiplied, and do their part in shaping the course and character of our national life.

No previous attempt has ever been made to survey so wide a field with equal attention to details, and to present the result in a form which will be interesting to the general reader, while also useful for purposes of reference. The present is a suitable opportunity for such an undertaking. Having entered upon its eighth decade, South Australia has outgrown the unsettlement of its earlier years; and the incidents of those times, with their causes and consequences, can be seen in truer perspective than was formerly possible. An important—possibly the final—stage in our national evolution was reached when Federation was accomplished. The State retains its identity as one of the portions of the Australian Commonwealth, while the new conditions have lost their novelty, and whatever friction they entailed has subsided. Agencies for religious, moral, educational, and social improvement are firmly settled and in effective working order. The capabilities and resources of the country are fairly well understood—so well, at least, as to encourage faith in their possibilities, kindle hope, and stimulate energy. Material interests of all kinds are enjoying an era of prosperity, and, generally, with commercial progress there is industrial peace. Finally, Australia came to the forefront as never before at the Imperial Conference of 1907, and the moment is opportune for the publication of this account of the Central State.

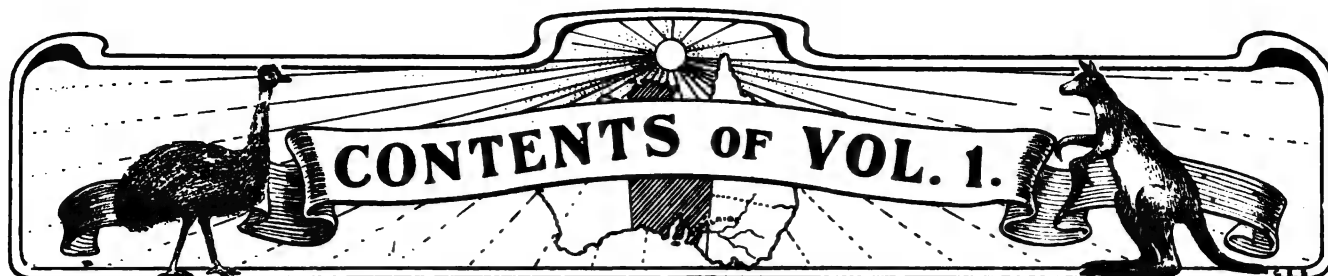
The biographical department will be of increasing value as time goes on and future generations enquire concerning the men who laid the foundations on which the goodly superstructure has been erected. Much of this work has been executed by competent collaborators, who have sought, by personal reference, to ensure authenticity of information. In a few instances, and especially where such sources of information have not been directly available, reference has been made for purposes of verification to such works as Heaton's "Australian Dictionary of Dates and Men of the Time," Hussey & Gillingham's "Adelaide and Vicinity," Johns' "Notable Australians," Loyau's "Notable South Australians," and similar publications. The reputation which old colonists won for themselves should be an incentive to their successors, and many of the men who are now bearing the burden and heat of the day are equally worthy of a permanent place in Australian literature.

It is with extreme pleasure that the editor acknowledges the great assistance he has received from almost all to whom he has applied. The number of those by whom he has been aided is such as to render individual mention impossible. They include: Heads of Government Departments; Town Clerks and Clerks of District Councils; Secretaries of Societies, Associations, Institutes, and Boards of Management; and numerous other gentlemen who have special knowledge of specific subjects, which has been freely placed at the editor's disposal. Through their kindness much information has been already obtained that will be available for the second volume, which, it is hoped, will be as replete with diversified interest as that which is now in the hands of the reader.

PUBLISHER'S NOTE.

While the following pages were passing through the press certain changes occurred affecting the positions held by a few of the gentlemen whose biographies are recorded. Such, for example, are : the resignation by Sir R. C. Baker of his office as President of the Senate ; and the unseating of Mr. Vardon, as the result of proceedings that are not yet concluded.

Should it be found that errors have crept into this volume, they will, if considered sufficiently important, be corrected in the second volume, provided that the necessary particulars be forwarded to the office of the Cyclopædia Company, Eagle Chambers, Adelaide.



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The Cyclopedia of South Australia.

THE GEOGRAPHY OF SOUTH AUSTRALIA.

THE title of the State was originally intended to be descriptive, but for that purpose it has long been inappropriate. When a number of gentlemen in London, combining philanthropy with business, designed to found a new settlement on certain principles, they chose southern Australia for the scene of their experiment. Prior to that time, establishments had been formed on both the eastern and western seaboard of the island continent, and on Tasmania also, but on different lines. The exact locality for the head-quarters of the new venture was not decided upon, but it was intended to be somewhere on the southern shores. The Tropic of Capricorn, afterwards altered to 26th parallel of latitude, was chosen for the northern boundary, the 132nd meridian of east longitude for the western, and the 141st for the eastern frontier. The area thus enclosed had the ocean for its southerly limit, included 300,000 square miles, and the selected name was sufficiently accurate for all practical purposes.

As the 129th meridian formed the eastern boundary of Western Australia, there was a strip of territory, three degrees in width, which remained unappropriated for a quarter of a century. It was commonly called "No Man's Land," but by an Imperial Act of 1861 it was annexed to South Australia, which thus came into possession of an additional 80,000 square miles—an area nearly equal to that of Victoria, and almost thrice as extensive as that of Tasmania.

A further and much greater acquisition was made about two years afterwards, when the Northern Territory was annexed to South Australia. On some maps this region is styled Alexandra Land. It extends from the Indian Ocean to the 26th parallel of latitude, and from the 129th to the 138th meridian of longitude, covering about 523,620 square miles.

The term South Australia, therefore, now applies to the middle section of the Australian Continent. On the one side, its boundary "marches" with that of Western Australia throughout its entire length, and on the other with those of Victoria, Queensland, and New South Wales. From the Arafura Sea on the north to

the Southern Ocean the greatest length is 1,850 miles, and the greatest breadth from east to west is 650 miles. The entire area is reckoned to be 903,690 square miles, or 578,361,600 acres in extent. The vastness of this space can only be realized by a series of comparisons. South Australia is much more than twice as large as New South Wales, Victoria, and Tasmania put together. It covers as much ground as a dozen of the smaller nations of Europe, being almost equal to the United Kingdom, Germany, France, Belgium, Italy, and Greece, if combined. England and Wales would only fill about one-fifteenth of it, and Scotland only about one-twenty-ninth. The square mileage exceeds that of the provinces (excluding territories and Arctic islands) which were formed into the Canadian Dominion, and out of it might be carved a score of the States which constitute the great American Republic.

The dividing-line between South Australia and Victoria was surveyed in 1847, but more accurate astronomical observations by Victorian scientific experts at a subsequent period detected an error of about two miles in fixing the position of the 131st meridian. Victoria, therefore, holds a narrow strip, 242 miles long, which is claimed by South Australia. The one State continues to exercise control over the territory, apparently considering that, though its ownership is disputed, possession is nine points of the law, and the other acquiesces in the arrangement, without prejudice to future adjustment.

The Northern Territory is so distinct from what may be called South Australia proper as to justify, and even require, separate treatment. Its geographical features and other points of interest will therefore be dealt with in a later part of this work, and, for the present, attention will be limited to the southern and central portions.

The coastline is about 2,300 miles in length, being much the most broken and deeply-indented of any part of the Australian littoral. From the head of the Great Australian Bight, near the western boundary, the shoreline curves towards the south-east, broken by a succession of bays, to the rugged headland which terminates Eyre Peninsula. Rounding the promontory, Spencer

Gulf is entered. Boston Bay is close at hand, forming a harbour capacious enough for all the navies of the world to anchor in at once, and which offered a sore temptation to the establishment of the capital on its margin. The Gulf stretches 200 miles inland, gradually narrowing, until Port Augusta at its head is reached. Yorke Peninsula to the east, in outline singularly reminiscent of Italy, is formed by Spencer Gulf on the one hand, and Gulf St. Vincent on the other, averaging from 20 to 30 miles across. Gulf St. Vincent extends considerably more than a hundred miles from Cape Jervis to its northern extremity. It is entered from the east through Investigator Straits, and the voyager westwards perforce passes through Backstairs Passage. From Cape Jervis a succession of rocky headlands is met with, terminating at Rosetta Head, which looks down on Encounter Bay. Thence to Cape Northumberland the trend is generally south-east, the most conspicuous landmarks being Capes Jaffa, Lannes, and Buffon, which respectively project from Lacepede, Guichen, and Rivoli Bays. The occurrence of these French names in this locality preserves a permanent record of an interesting chapter in the history of exploration. Cape Northumberland shelters the roadstead of MacDonnell Bay, which is the nearest port to the Victorian border, close to the mouth of the River Glenelg.

Of the islands on the south coast, Kangaroo Island is much the largest. It lies across the entrance to Gulf St. Vincent, and the strait which separates it from the mainland on the east is only about nine miles across. The fanciful name of Backstairs Passage which was given to this waterway suggested others in keeping with it, the curve on the eastern end being styled Antechamber Bay, and a couple of rocks lying in the fairway denominated The Pages. The island is extremely irregular in outline, and at one point only a narrow neck of land divides Hog Bay on the northern shore from the Southern Ocean. It is about 85 miles in length, and at the wider part is from 20 to 30 miles in breadth. It was at Nepean Bay that the first colonization settlement was formed when South Australia was founded.

A cluster of rocky islets in Investigator Straits, named the Althorpes, furnishes a convenient site for a lighthouse and telegraph-signal station. Across the entrance to Spencer Gulf, and near the shores of Eyre Peninsula, both east and west, are a number of islands and archipelagoes. The most considerable of these are Thistle and Wedge Islands, the Neptunes, the Gambier Island, the Sir Joseph Banks Group (which is a veritable archipelago), and Boston Island, which makes of Port Lincoln a land-locked harbour. The foregoing are east of Eyre Peninsula; on the west Nuyt's Archipelago, lying south of Denial Bay, preserves the memory of the first European navigator in these waters, and not far distant are the Isles of St. Francis. Torrens Island, which is utilized as a quarantine station, is

formed by an inlet from Gulf St. Vincent, and Hindmarsh and Mundoo Islands by the spreading waters of the Murray between Lake Alexandrina and the sea.

The orographical features of South Australia have largely determined the conditions of its settlement. A chain of mountains runs northerly from Cape Jervis parallel with Gulf St. Vincent, and forms the western boundary of the great Murray basin. It is named after its highest peak in the southern part—Mount Lofty—which is 2,334 feet above the sea, looks down on the City of Adelaide, and is a conspicuous beacon for mariners. The main system is divided into several spurs, ranges, and continuations, some of which bear independent names, such as Barossa, in which is the Kaiserstuhl, Mount Bryan, and others, with summits from 2,600 to 2,800 feet above the sea-level.

The Hummocks Range commences near the head of Gulf St. Vincent, and runs parallel with the eastern coast of Spencer Gulf, but is not of so great elevation as Mount Lofty. Of greater extent and higher altitude is the Flinders Range, which, rising from the north-eastern shore of Spencer Gulf, runs for hundreds of miles, until it dies out in the vast depression occupied by the great lakes and stony desert of the interior. Its most conspicuous elevations are Mounts Remarkable and Brown (3,100 feet), and Mounts Arden and Searle (3,000 feet). These mountain chains form the backbone, as it were, of South Australia between the comparatively level plateaux to the east and west; and the region they dominate has both attracted and rewarded occupation.

Across the base of Eyre Peninsula, and south of the great depression in which lie Lake Gairdner and a number of other lakes, run the Gawler Ranges, generally east and west, for about 200 miles. They are rugged in outline, but only attain an elevation of about 2,000 feet. North-east of Lake Torrens is a low range of hills named Stuart Range, after the famous explorer. Still further north, the most conspicuous elevation is known as the MacDonnell Range, a chain of confused and broken masses running east and west, and which is traversed by the telegraph line. Of smaller ranges and isolated hills there are many in this part of the continent; among them Central Mount Stuart is geographically the most important, and Chambers Pillar, a gigantic natural monolith, the most striking in form.

The remarkable fact will strike the reader that whereas the Mount Lofty and parallel ranges run nearly north and south, those which rise from the central plateau have a general direction at right angles with them, indicating the great geological changes and convulsions that have taken place in prehistoric times. Of these mountain chains, that of Mount Lofty has the greatest natural charm. Its hills are generally tree-clothed, between its far-stretching spurs there are fertile valleys, the gullies are commonly melodious with the trick-

ling of waterfalls, and the natural vegetation is rich everywhere. Much of the Hummocks Range is scrub-covered, and the scenery is comparatively tame. But the Flinders Range abounds with picturesque scenery. Its sun-scorched and weather-beaten escarpments have a grandeur of their own. Such natural wonders as the Pandappa Pound suggest the operation of tremendous forces to which its conformation is due, and, being highly mineralized, scientific explorers have never ceased to insist on its potentialities of wealth.

Volcanic agency, the effects of which are so conspicuous in some parts of Victoria, has left its traces in the South-East. Out of an extensive plain, which is

tributaries, drains an immense basin, its sources stretching into Queensland, Victoria, and New South Wales. By steamers of light draught it is navigable for upwards of 2,000 miles, and when in flood furnishes a magnificent waterway into the interior. Its depth of water is, unfortunately, variable, being largely dependent on the melting of the snows on the Australian Alps, and at times navigation on the upper rivers is suspended for months together. At other seasons a voyage up or down the river unfolds a panorama of singular beauty and considerable variety. Vista after vista opens before the eyes of the delighted traveller. Stations and settlements on the banks supply a measure of human interest,



Photos by W. Gill.

C. E. Stamp, Artist.

practically level, rise the cones of two extinct volcanoes at no great distance from each other. Though their summits are only about 400 feet above the sea-level they are visible to sailors passing Cape Northumberland, and were named by their discoverer Mounts Gambier and Schanck. Within the former are several craters which clearly indicate volcanic origin, the larger—at least a mile in circumference—being occupied by the famous and beautiful Blue Lake.

With one exception the rivers of South Australia are few and unimportant. This exception is the Murray, the Australian Mississippi or Nile, which, with its

and there are vast solitudes when the steamer and its occupants furnish the only hint that the region round about is anything but a virgin wilderness.

The irrigation colonies of Mildura (in Victoria) and Renmark, close to the South Australian border, as well as village settlements lower down, depend for their very existence on the Murray waters. Extensive schemes for impounding and utilizing the waters in this way are projected or in process of execution in both Victoria and New South Wales, and the fear is expressed by South Australians that their execution will convert the bed of the river during a great part of the

year into a dry ditch. Accordingly there is high dispute as to the riparian rights of the several States, and the relative advantages of irrigation and navigation are being vigorously discussed. Unfortunately for the latter the sand-bar at the mouth of the river renders ingress and egress for river steamers perilous as well as difficult. Vessels specially designed for overcoming the difficulties have been built, and a signal-station to observe and indicate the shifting channel was maintained at "the mouth" for years, but finally the route was given up. Railways intercepted the freight, and though a safe entrance is not beyond the scope of engineering skill, there is grave doubt whether the expenditure would be justified by the results.

In other cases the nearness of the watershed to the sea-coast explains the character of the streams which are dignified by the name of rivers. The Inman and Hindmarsh, which flow into Encounter Bay, are merely streamlets. The Onkaparinga and the Torrens, the headwaters of which are divided by a narrow mountain plateau, are arrested in their seaward course by weirs, and partly diverted by reservoirs, whence the Adelaide water supply is derived. The Onkaparinga flows into Gulf St. Vincent, but the Torrens loses itself in swampy reedbeds which drain into the sea. When winter storms occur these rivers are suddenly converted into rushing torrents of brief duration, and the same may be said of the Gawler, the Light, the Wakefield, the Broughton, and other streams further north. The almost regular occurrence of winter floods, alternating with summer scarcity, has emphasized the doctrine that water conservation is not only entirely practical, but also one of the most pressing necessities.

In the South-East the remarkable phenomenon is presented of an extensive region without any rivers or streams at all. For scores of miles the nearest approach to anything of the kind is a series, or perhaps a chain, of swamps. In the neighbourhood of Mount Gambier the rock formation is so porous that whatever may be the weight of rainfall any surface collection promptly disappears, and filters towards the sea. From Wolseley to Port MacDonnell, a distance of about 100 miles, there is scarcely a watercourse worthy of the name. Nothing of the kind is to be met with but an insignificant creek emptying itself into a rushy swamp.

The conditions are extremely different, but equally remarkable, in the Far North. On the map numerous creeks and rivers are delineated leading into Lakes Torrens, Eyre, etc. To the east are the Diamantina, the Strzelecki, the Barcoo, the Cooper, and others. On the west the Finke, the Neales, and the Chambers or Stuart Creeks are perhaps the most important; but there are many others. The nomenclature adopted is puzzling, and it has been said that in that part of the world it takes two rivers to make a creek. Most of these ill-defined

water-courses are broad and shallow, with wide and shifting, sandy, or shingly beds. As a rule the characteristic and prolonged droughts of that region leave them absolutely dry, but when a monsoonal downpour occurs they are converted into dangerous and impassable streams, flooding the country for miles on either side.

To an entire stranger the lakes of South Australia form perhaps the most deceptive appearance on its map. They are numerous and extensive, covering, in fact, many hundreds of square miles, but "things are not what they seem." The only lake that serves as a pleasure resort is artificial, the Torrens, which runs through the City of Adelaide, being thrown back by a dam, which it does its best to render useless by persistently depositing an unmanageable accumulation of silt. The sandhills on the coast of Encounter Bay are responsible for the formation of the Lakes Alexandrina and Albert, by holding back the waters of the Murray at their outlet, and for the Coorong—a narrow strip of water, rarely as much as three miles wide, but 100 miles long, which lies immediately behind the sandhills, and follows the curvature of the shore. From Port Augusta, at the head of Spencer Gulf, a nearly continuous chain of relatively small salt lakes leads due north to the southern extremity of the vast expanse known as Lake Torrens. This is more correctly an immense sheet of saline mud, about 100 feet above the sea-level, and 120 miles from end to end. Its character may be faintly imagined from a statement of the explorer Eyre, that after leaving the margin of vegetation he struggled on horseback for six miles without coming to the edge of the water! North-west of Lake Torrens is Lake Eyre, in two divisions connected by a narrow creek, and covering a still larger area. The bed of Lake Eyre South is 38 feet below the level of the sea. Away to the east lie a number of other lakes, smaller in their acreage, but similar in character, of which the most important are Lakes Blanche, Callabonna, and Frome. The whole of these lie in the deeper hollows of a vast horseshoe-shaped depression, which, starting from near Port Augusta, sweeps round the head of the mountain chains, and for many years baffled all the attempts of explorers to penetrate into the regions beyond. The whole of these lakes have been formed and are fed by the inland rivers and creeks that have already been described. Not a drop of the flood-waters reaches the ocean. Though the volume is very great it is dispersed over such a vast surface that it is speedily absorbed, and ultimately evaporated by the fierce sub-tropical sun.

North-west from Port Augusta there lies another extensive lake system of similar character, and of great, though not equal, extent. The principal members of it are Lakes Gairdner, Everard, Macfarlane, and Island Lagoon, but besides these there are many more. Still further north, and close to the Western Australian bor-

der, is Lake Amadeus, which has not even yet been fully explored.

South Australia owes very much of its prosperity to its immense and generally treeless or lightly-timbered plains. East of the Mount Lofty Ranges there are no regular or well-defined elevations, though the country is by no means a dead level or a barren desert. It is generally scrub-covered and undulating, and the chief drawback to its profitable occupation is not the infertility of the soil, but the uncertainty of the rainfall. In the southern part this disability does not exist, and this portion has been styled the "Garden of the State." The Tatiara country immediately to the north of it is highly productive. Profitable use has been made of sections of what was formerly known as the Ninety-Mile Desert, settlement is extending at Pinnaroo and Lameroo, and it is thus suggested that through adjustment to natural conditions much territory heretofore waste may be utilized.

The contour and general character of the ranges are such that their foothills are of great extent—reaching all the way from Yankalilla, through the Mount Barker district, to Angaston and beyond. These foothills merge into wider valleys, such as the Myponga and Willunga plains. Between the hills and the Gulf the Adelaide plains stretch northward, and widen as the coast-line recedes to the west. For upwards of 200 miles there is a succession of shallow valleys or plains, bounded by narrow ridges, with scarcely a tree or other obstruction to hinder the plough. Their usual direction is from north to south, and the soil generally a chocolate-coloured loam. The initial expenses of the farmer were

thus reduced to a minimum by the natural conditions. Yorke Peninsula, south of the Hummocks, partakes of the same general character; the great Nullarbor Plain, lying inland from the Great Bight, and some parts of the hinterland of Port Lincoln may be added to the category.

Central Australia has been roughly described as a vast plateau, generally several hundred feet above the sea-level, the surface of which is inclined from both east and west towards a depression which may be indicated on the map by a line drawn from the southern gulfs to the Gulf of Carpentaria. From this depression there is no outlet to the sea, and it is lacking in permanent supplies of fresh water on the surface. Some explorers, among whom is Mr. Ernest Favenc, believe that the ingenuity of man will yet overcome the drawback, and that the surplus of the copious tropical rainfall will yet make what is now an arid wilderness to blossom as the rose. They aver that a lonely bushman, when camping out, very often hears the rippling of underground streams, and it is a certainty that artesian springs indicate a large subterranean supply of water. Such springs—mound springs as they are commonly called—occur with suggestive regularity south and west of Lake Eyre, and bores that have been put down by pastoralists confirm the lesson they teach. The possibility of first impressions and comprehensive descriptions having to be revised in the light of fuller knowledge and later experience has been frequently proved. Sturt's "Stony Desert" has long been in profitable pastoral occupation, and there are now horse and cattle stations in the country through which the indomitable Stuart vainly tried to force his way.

THE SCENERY OF SOUTH AUSTRALIA.

Residents in South Australia, as a rule, think less than visitors of the scenic beauties of their country. They commonly appear to be more vividly conscious of the features in which it is lacking than of the attractions it possesses. It has no mountains high enough to be covered with perpetual snow, and therefore neither awe-inspiring ravines nor glittering glaciers. With the one exception of the Murray, its rivers are mere rivulets, except when swollen by winter storms, when they become roaring torrents for a time, dwindling speedily into mere chains of waterholes sunk between precipitous banks. There are brimming lakes in which forest-clothed encircling hills are mirrored in the crystal depths. As none of the native timber is deciduous, there is no glory of changing colour in the woodlands at the falling of the leaf; and though the hillsides and plains quickly become verdant when the winter rains begin, the summer sun parches them to a uniform and arid brown.

Notwithstanding these characteristics, Nature has not been niggardly in her gifts. For most drawbacks there are compensations, and while typical South Australian landscapes are exceedingly varied, there is in all of them very much to admire. Most travellers who reach the capital of the State, whether by sea or by land, are immediately impressed by the beauty of its situation and surroundings. With few exceptions they are charmed by the quiet beauty of the plains which extend to the feet of the guardian hills, and their attention is arrested by the far-stretching and protecting range. If they have steamed up the Gulf they have had Mount Lofty as a conspicuous landmark before their eyes; and if they have been brought by the interstate railway, they have had glimpses from the windows of the rushing train that have made them long to linger and anxious to return.

The praises of the Adelaide hills have been sung by numerous tourists, who have confessed themselves to

be never wearied of their ever-changing aspects. In early morning, when the sun creeps over them, the spurs are, as it were, thrown up in relief, while the shadows in the gullies accentuate their depth. At midday the shadows of passing clouds are outlined on their broad breasts, with the clear definition of a drawing, though on a gigantic scale; and as the western sun falls upon them towards evening it brings out new effects of light and shade. In reference to them, Keats' hackneyed line has often been quoted: "a thing of beauty is a joy for ever."

Not yet, by any means, has South Australia fully entered into possession of its inheritance in the hills, although appreciation of the value of that inheritance is rapidly increasing. Salubrity and loveliness combined have promoted their occupation for mere residence, while the fertility and adaptation for such purposes have extended the area devoted to gardening and horticulture year by year. One result is that many miles in every direction are seamed by well-graded and admirably-constructed roads. Considering the age of South Australia, these roads are among the most striking evidence it can present of engineering skill and patient industry. Through what was a trackless and almost impassable wilderness less than sixty years ago motor-car contests are now arranged, covering routes of more than a hundred miles each, in considerable variety.

The extent of this interesting region is scarcely realized, even by those whom business or pleasure has made familiar with its attractions. It stretches from Cape Jervis, seventy miles south of Adelaide, to near Koorunga, a hundred miles north. From east to west the tourist will find that from the Adelaide plains to the Murray valley he must travel at least thirty or forty miles. Here there is a territory, large enough for a kingdom, of alternate hill and dale, of forest glades, and open valleys. Every gully has its tiny streamlet; the native shrubs bear a profusion of scentless flowers; but when the wattle blooms in spring the air is heavy with its fragrance, and when the eucalypti are in flower it is alive with the humming of bees.

Loveliness is the dominant note of this vast area, rising at times nearly, if not quite, to the altitude of the picturesque, and deepening at others to the level of a drowsy pleasantness, as if it were always afternoon. Of individual scenes that live in the memory of the beholder the name is legion. The view from the beacon on the summit of Mount Lofty is never to be forgotten, and the same may be said of that down Waterfall Gully; from the Mount Barker Road; from the Scenic Hotel at Norton's Summit; from the saddle where the road turns to the right at the top of Sellick's Hill; from Mount Rapid, looking north along the coastlines of the Gulf; from Mount Terrible, at the back of the Willunga Plains; and of hundreds more. To look out over the

City of Adelaide from above the Greenhill Road on a clear moonless night is to have a vision of Fairyland, and the panorama visible from Marble Hill is worth going many miles to see. The extraordinary thing is that Adelaide people make so little of the inexhaustible wealth of loveliness which lies, so to speak, at their doors.

This, however, is only one aspect of South Australian scenery, and a contrast to it is presented by the great plains, which are as noteworthy in their way as the hills. In them the inevitable tameness of a nearly level country is relieved by the breadth of cultivation that is visible, the clumps of trees surrounding farmsteads in every direction, and the manifest potentialities of national wealth and prosperity. When Sir Charles Dilke visited Australia about the year 1860 he took a run to Kapunda, and dismissed his description of the journey in the single remark that it was fifty miles through a continuous wheatfield. At that time Kapunda was the railway terminus, but a modern globe-trotter may take his choice of the line along which he will pay his flying visit, and reckon the mileage of the "continuous wheatfield" by hundreds. If he take the northern route, leading up the valley of the Gilbert, then past the Burra plains, through Petersburg to Quorn, and on to Hawker, he will find the statement a literal fact. Another line may be from Hamley Bridge via Blyth and Gladstone to Laura, and there is not one alternative only to these, but many. Such agricultural areas as those originally known as Broughton and Belalie have their own style of beauty, but it as well deserves the name as what is more rugged and grand. There is an impressiveness and a charm in the wide sweeps of land that were left by Nature ready for the plough; and when the young wheat is springing, or the golden hue of harvest is coming on, and fences are hidden by the tall standing corn, over which wavelets seem to ripple with the passing wind, the scene has a kind of splendour all its own.

Lovers of the picturesque and sublime may have their tastes amply gratified in the Flinders Range, which in its southern parts, even as seen from Port Pirie, is imposing. The Pichi Richi Pass, through which the railway runs from Quorn to Port Augusta, under the shadow of the "Devil's Peak," fully justifies that expression. Horrocks and other passes may also be named as corresponding in character, but only those who have penetrated into the fastnesses of the range and scaled its storm-smitten crags can realize their stern and sometimes awful majesty. It may be that difficulty of access has caused them to remain comparatively unknown, but they are only biding their time.

Very few South Australians know anything about the mountainous nature of the country three or four hundred miles north of Adelaide, lying between Lake Torrens and Lake Frome. Beyond Mount Remarkable

and Mount Brown the range becomes loftier, the mountain-sides grow steeper, and the gorges more picturesque. Wilpena Pound, Ediewie Gorge, and Mernmerna Gap afford glimpses of the finest mountain scenery in the State, and are deservedly reckoned as the beauty spots of the Far North. To take one of these by way of



Photo by H. Krischock.

WATERFALL GULLY.

illustration, Wilpena Pound, about 35 miles north of Hawker, is a vast amphitheatre 23 miles in circumference—an irregular oval basin, with only a single outlet through a narrow gorge on the eastern side. It is walled by precipitous rocky hills rising a thousand

feet or more above the surrounding country, the exterior escarpments of which present bare faces of rock two or three hundred feet high, flanked by rugged spurs, which form huge buttresses, cleft by chasms. The rim of the basin is extremely irregular, owing to the numerous peaks and nobs, of which the best-known is St. Mary's Peak on the north, the summit of which is 3,900 feet above the level of the sea. Enclosed by this colossal rampart "The Pound" is an undulating plain, seven miles in length by one and a half in breadth, and containing about 5,000 acres. It is a natural park, timbered with clumps of pine- and gum-trees, and was described by Mr. A. C. Selwyn, the geologist, as surpassing in grandeur and picturesqueness anything he had seen in Australia. Other localities in the same neighbourhood, however, may fairly rival it in its claim to distinction in that respect. Besides those which have been named are many others, and, indeed, the entire region, extending over hundreds of square miles, is one of strange, if often savage, beauty, the sandstone rocks, both in form and colour, having a weird fascination which must be seen to be fully understood.

Yet another aspect is presented by the great plains which characterize so vast an extent of territory. Away from the ranges and beyond Goyder's line of rainfall there are great spaces that leave an indelible impression on the mind of the observant traveller. The climatic and meteorological conditions are altogether different from those which prevail near the coast, and they are largely responsible for the nature of the scenery. Here there is no loveliness suggestive of fertility, and no approach to the picturesque. Overhead there is usually a burning sun, pouring down his fervid rays from a cloudless sky. The air is parched to a strange clearness and dryness. Its transparency is deceptive, making the distant seem near. Along the bed of generally dry watercourses gum-trees at intervals manage to survive, but there is no other timber worthy of the name. Low stony hills, or sandy rises, appear here and there, and there are belts of scrub with scanty foliage, beneath which the ground is absolutely bare. Of grass or herbage there is absolutely none; but Nature, obedient to its own law of adaptation, has produced a kind of vegetation that is in harmony with its environment, and has a value of its own. Saltbush, bluebush, and shrubs of similarly hardy kinds cover the nakedness of the earth, and provide nourishing fodder for stock. Aridity is everywhere. Mile after mile may be traversed during the slowly-passing hours over what seems to be like nothing else so much as a badly macadamized road; and the remote landmark, which is the goal of the journey, seems scarcely nearer in the evening than it was in the morning. Yet the scene is not without interest and a certain kind of impressiveness. The names given by early explorers are apt to create incorrect ideas. The "Ninety-mile Desert," south and east of the Murray, is not by

any means a sandy plain, and its indigenous vegetation conveys a promise that when water conservation has done its work the region may be turned to good account. The same remark is applicable to the great scrub-clothed plains in the valley of the Murray. Sturt's "Stony Desert" has long been in pastoral occupation. Even the inland depression that is occupied by Lakes Torrens, Eyre, Frome, Callabona, and others has its special associations. Professor Gregory describes the latter as the "Dead Heart of Australia," and recalls the time when, amid its tropical luxuriance, gigantic marsupials and other prehistoric animals revelled, for are

not their remains there to this day? Immensity acquires a meaning in such localities which is never imparted to it either by the unfathomable ocean or the illimitable sky. Beauty may charm, and picturesqueness is often imposing, but mere vastness is more impressive in its way, as many a solitary bushman and explorer, in long and lonely journeyings through Australia's waste places, has frequently found. Mountains are said to foster patriotism in mountaineers, but experience proves that a corresponding subtle magnetism is exercised by the profound silences and solemnities of the Australian bush.

THE CLIMATE AND METEOROLOGY OF SOUTH AUSTRALIA.

Concerning the climate of any country, three questions may very appropriately be considered: Is it healthy? Is it agreeable? Is it favourable to industry? It is obvious that when all three can be answered in the affirmative the general result must be to denote a high degree of superiority. A climate may be enervating, though pleasant, and its agreeableness be discounted by the lack of physical vigour it induces, making industry irksome, and thus keeping life at a low level. On the other hand, it may be bracing and invigorating, and yet, from the operation of different causes, produce a similar result. Great heat and intense cold are alike unfavourable to racial development and to progress and civilization, evidence of which is furnished by the history of the world. The dominant races of the world have always had their habitat in temperate latitudes, occasional and fitful irruptions of others proving nothing to the contrary. Torrid and arctic atmospheres alike appear to be demoralizing, though in different ways; the former by impairing energy, and the latter by absorbing it in a mere struggle for existence. In neither case does there seem to be the possibility of raising the average standard of life that is possible between those extremes. Climatic conditions have manifestly very much to do with the characteristics both of individuals and of the communities they form.

Tested by these considerations a very high degree of excellence may be claimed for the climate of South Australia. The whole of the original area of the State and a part of the Northern Territory lie within the temperate zone. The climate has often been compared to that of Southern Italy and Sicily, and so far as parallels of latitude are concerned there is a good deal of similarity. Adelaide compares in this respect with Cyprus, Port MacDonnell with Palermo, and Port Augusta with Jaffa, in the Levant. Were the map of South Australia transferred to that part of the north-

ern hemisphere it would be seen that it would cover a good deal of the Mediterranean and the classic countries on the shores of that inland sea. Mere latitude, however, is not the only element in the case, and the modifying influences of local conditions must be taken into account. The long southern coastline of South Australia is exposed to the full force of the gales which sweep over it from the Antarctic and South Atlantic Oceans. Its vast interior, unbroken by any obstructing mountain range, comes within the range of the monsoons, which bring their moisture-laden winds from the Indian Ocean. When the monsoonal belt swings low, the tropical downpour floods the watercourses flowing into the Lake Eyre basin, gladdens the pastoralists in the Far North, and rejoices the hearts of farmers beyond Goyder's line of rainfall. Sometimes, however, the southerly storms and other causes push back the southern limit of the monsoon. They expend their force before they reach far inland. They bring, it may be, a cool summer and a good harvest to follow over most of the agricultural area, but leave the central plateau rainless and dry. When these conditions occur for several years in succession a disastrous drought is inevitable in the pastoral districts, and husbandry in many places severely suffers.

When there is so much variation, generalization is attended by certain difficulties, and should only be indulged in with some measure of reserve. Bearing in mind, however, the governing natural conditions, it is easy to see why there need be no hesitation in pronouncing on the whole an emphatically favourable verdict. The climate is salubrious, in evidence of which is the fact that no great epidemic has ever visited the State. The physical exhaustion that is caused by the greatest and longest-continued heat of its summer months is not nearly equal to that experienced in many parts of Europe and North America. The hot winds are most effective germicides, destroying malaria, and it

is noted that the average of sickness, especially among children, runs highest in seasons when they are rarer than usual. On the other hand, there is never any of the cold that kills, while the maladies that originate in or are aggravated by persistent, bitter, and wet wintry weather are less severe and fatal. For the preservation of robust health climatic changes and variations of temperature are held to be necessary, for the human system needs such alteratives and tonics, and South Australia has them in fair proportion. In Adelaide the thermometer varies about 50° between the highest and the lowest readings, and severe spells of either heat or cold are usually of only brief duration. Added to this it should be observed that for some diseases which are commonly regarded as the scourges of humanity many parts of the State are natural sanatoria. A pure atmosphere, free from moisture, over a thousand feet above the sea-level, is ideal for pulmonary complaints. It may be found either in the hills, close to Adelaide, or in the north, and throughout the State an absolutely insalubrious locality is unknown.

Personal pleasure, of course, depends largely on the state of bodily health, and hence agreeableness is closely connected with salubrity of climate. The two aspects, though interdependent in some measure, may be considered separately, for what is sometimes spoken of as the beauty of the climate is different from its hygienic character. This, of course, depends somewhat on personal preference, which may have its base in physical constitution. Mr. Coghlan says:—"The southern portions have a climate greatly resembling that of the coast of Italy. The coldest months are June, July, and August, during which the temperature is very agreeable, averaging for a series of years $53^{\circ}6'$, $51^{\circ}7'$, and 54° respectively. On the plains, slight frosts occasionally occur, and ice is sometimes seen on the high lands. The summer is the only really disagreeable portion of the year. The sun at that season has great power, and the temperature frequently reaches 100° in the shade, with hot winds blowing from the interior." Probably a majority of residents would endorse the impartial statistician's remarks about agreeable and disagreeable seasons, but there would be no unanimity or approval. On the contrary, a large number would be found to prefer the summer to the winter months, notwithstanding the mildness of the latter, and to say frankly that they liked the heat better than the cold. It is indeed noteworthy how the typical South Australian revels in the sunshine to which he is accustomed as a general rule, and though he knows the value of rain to the country, how quickly he begins to grumble at a continuance of wet weather, with its accompaniment of muddy roads. Moreover, an entirely incorrect impression would be produced by describing the summer as disagreeable throughout. The heat waves by which the

season is usually characterized are undeniably very trying while they last, but they are seldom very frequent, and never of long continuance. Three or four days is ordinarily their utmost duration, and a full week would be regarded as a phenomenal occurrence. Between such spells, of which there may be, perhaps, three or four in a season, there are days as near perfection as anything that can be experienced on the planet. A bright sun, blue sky, with fleecy clouds sailing across it, and a brisk south-west wind, exhilarate the spirits, make exertion possible without distress, and merely to be out of doors is to taste the joy of living. King Charles's eulogium on the English climate, that there were more days in the year when it tempted a man to go outside than any other, would be greatly tempered if he had passed twelve months in South Australia. In Adelaide rain falls on an average 120 days per annum. Two-thirds of the whole, therefore, are absolutely rainless, and a large proportion of them cloudless. The odd five would be enough to stay inside because of the heat. The writer has spent more than fifty summers in this State, and remembers many of them when there were only from three to ten really disagreeable days in their course. He was in Auckland, New Zealand, one year in mid-November, spent Christmas in Sydney, reached Adelaide on New Year's Day, and stayed there the remainder of the season. The worst day that summer was in Auckland, and the next worst in Sydney. There was none in Adelaide as bad as either. When reference is made to thermometrical records, it should always be borne in mind that they only furnish a partial indication of the sensation produced by temperature, the effect of which may be misleading.

Writing on this subject many years ago, Sir Charles Todd, then Government Astronomer of South Australia, who has paid more attention to the climate and meteorology of the State than any other living man, said:—"The clearness or transparency of the atmosphere is something wonderful, and, owing to its dryness, the heat, except on hot-wind days, is seldom oppressive, unless one is lazy. Cricket matches are played with the usual enthusiasm, before crowds of spectators, with the thermometer ranging between 90° and 100° in the shade, and the writer has ridden fifty miles in the day with the temperature as high as 110° without much inconvenience or distress—the secret of which is that these high temperatures are always accompanied by such an extreme dryness of the air that perspiration affords instantaneous relief. When a fierce, hot wind is blowing, and the thermometer stands, perhaps, at something over 100° , the wet-bulb thermometer will show 65° , and it is this which enables persons to bear the heat of our summer and carry on their pursuits with less inconvenience and discomfort than is felt in tropical and damp climates, though the temperature may be 15° to

20° lower, but nearly saturated with aqueous vapour, as at Port Darwin, where, during the rainy season of the north-west monsoon, the thermometer may stand at only 88°, whilst the wet bulb at the same time indicates 86°. Such an atmosphere, we need hardly say, is far more enervating than the hot dry air of the Adelaide plains."

While the qualifying influences referred to in the above quotation primarily relate to the agreeableness of the climate, they also explain in part why it is exceptionally favourable to active occupation, whether physical or mental, for recreation or work. It is a constant invitation to an outdoor life, which is not suspended during any period of the year. There are no weeks, or even days, of enforced idleness because the ground is covered by a mantle of snow, rendering travelling impossible, and bringing work to a standstill by reason of the frost. Wet days occasionally occur, when masons and bricklayers cannot proceed, but they are infrequent, even during a rainy month, and the number of persons affected is small. To "knock off" on account of the heat, whatever the thermometer says, is almost a thing unknown. Accordingly, so far as weather is concerned, full time can be put in by almost every one, which has its effect on the wages' fund. At the same time, the efficiency of the worker is not impaired to any serious extent by extremes at either end of the scale. Neither prostrated by heat nor benumbed by cold, vital energy can be maintained to the advantage of the total output in any department. If there be some measure of exhaustion visible when a long and hot summer is drawing to a close, the cool change that is certain to follow has a promptly recuperative effect. In general, the lightness of the air is exhilarating, and contributes its share to the alertness and buoyancy which enables a man to do his work well, whether it be of muscle or brain.

Nature itself shows how important the climate is as a factor in determining both the quality and the quantity of primary production. Its inexorable laws had to be ascertained, and human operations adjusted to their demands, in order to the achievement of success on an extended scale, and disregard of them has wrought disaster. Owing to its lavish bounty, however, a high degree of excellence has been obtained in many directions, opening in some of them almost unlimited scope. The climate is not best adapted for some kinds of cereals, but in the most important of them all it is unsurpassed. South Australia has grown the prize wheat of the world, its breadstuffs command the highest prices in the market, and harvest weather facilitates cheapness of production. In horticulture, its oranges, lemons, and citrons are of perfect size and flavour; the same may be said of its English fruits, such as apples, pears, plums, and cherries, or of apricots, peaches, and their congeners. As to viticulture, whether

the product be put on the market in the form of grapes, raisins, or wine, it only need to fear comparison when the skill of the manufacturer is defective. Currants and other dried fruits can be produced in equal perfection, the climate being eminently adapted for the processes through which they pass to prepare them for export. Livestock of all kinds depends for its superiority and profitableness on the skill and attention of the breeder, and the climate both encourages and rewards him for both. The endurance of the Australian horse, the superiority of Australian wool, the vast export trade in chilled meat, and the immense numbers of the flocks and herds bear eloquent testimony on this subject. Dairy-farming, agriculture, the production of olive oil, and many other industries for which a suitable climate is essential might be cited as showing how highly South Australia is favoured in this respect. After all, finality has not been reached. Even in the scarcely occupied and less attractive regions of the Far North successful experiments in such industries as camel-breeding, ostrich-farming, and date culture are promising hints of what the future may have in store.

Some confusion of ideas has arisen from the effort to retain the seasonal distinctions and descriptions which are used in the Northern Hemisphere. The division of the year into spring, summer, autumn, and winter is not appropriate; and this was noted long ago by Sir George Kingston, who devoted much attention to the subject. In a Parliamentary paper, containing elaborate and classified statistics, he remarked:—"A careful examination of the rain register has induced me to consider the year as divided into three distinct periods, or seasons. Thus, during the first four months of the year, namely, January, February, March, and April, the average amount of rain is found to be 3'74 inches, or not quite 1 inch per month. The next five months, May, June, July, August, and September, give an average amount of 13'361 inches, or 2'627 inches per month; while the last three months, October, November, and December, the rainfall may be expected to reach 4'004, or 1½ inches per month. I am inclined to disregard the usual division of the year, and to call the five months—May to September—spring. During this period are carried on all the most important operations of the agriculturist and horticulturist, in sowing and planting. The three months at the end of the year—October, November, and December—I regard as the summer or harvest months. During these months our grain crops are generally secured on the plains, except on rare occasions, and in the hills, where the harvesting of grain extends into January. The first four months of the year—January, February, March, and April—as in the old country, following on the harvest, form, to a certain extent, the autumn of this part of the world, the vineyards and

orchards then yielding their produce, but, owing to the deficiency of rain, vegetation is very nearly at a standstill. Want of moisture in the atmosphere, accompanied by intense heat, putting a stop to vegetation, and baking the surface of the ground, has a somewhat similar effect, in so far as agricultural pursuits are concerned, to that produced by the wet and frosts of the winters in England." The foregoing applies with much accuracy to Adelaide and its neighbourhood, the chief general qualification being that the summer is earlier in the north and a little later in the southern parts of the State.

What may be called the normal atmospheric forces, which affect the north and south of the continent respectively, originate at points very distant from each other, and do not penetrate far inland. Sir Charles Todd has remarked that "the winter rains of the south . . . thir off about three or four degrees north of Adelaide, rarely penetrating to latitude 28°; and summer rains are not to be depended upon far south of the tropics. Between these parallels is a wide belt of five or six degrees, having an uncertain rainfall, subject to droughts, very seldom getting rain during the winter, but mostly depending on summer thunderstorms, the



Photo by H. Krischock.

SUNSET AT GLENELG.

The major fluctuations of the climate, those which extend over a series of years, and bring floods or drought, good seasons or bad, are traceable to causes that are fairly well understood, and have already been referred to. During the summer the heated atmosphere over the vast central plateau rises, and there is commonly an inrush from all sides to supply its place; hence the southern coastal districts can rely on cooling winds from the south-east to the south-west, while the northern coast is visited by the monsoon. The tropical current, however, sweeps at intervals from the north and north-east over South Australia as a hot wind, the birthplace of which seems to be approximately about latitude 26°.

frequency and intensity of which, it is not improbable, may be found closely to coincide with the magnetic cycle of eleven and a quarter years, which is believed to determine the frequency of auroræ, magnetic storms, and solar spots. This, of course, is only conjecture, and is not to be accepted till proved by increased experience." Many attempts have been made to ascertain the periodicity of such cycles, and numerous theories have been framed, supported to a greater or less extent by observed and comparative data; but at present none of them can be said to have commanded general acceptance.

From a very early period in the history of the State due importance was attached to meteorological

observations. Thanks to Sir George Kingston, a continuous record of the Adelaide rainfall, from the year 1839, has been preserved, and he personally maintained it until 1878. Other observations, more or less complete, were made under the supervision of the Survey Office for a number of years until 1856, when the observation records were commenced under the direction of the Government Astronomer. With the expansion of settlement, fresh observing stations were added, until they reached the number of 400, and with the introduction and extension of the telegraph facilities for daily

reports were increased and utilized. An enormous mass of information has thus been accumulated, and as the result of prolonged observation, together with daily intercommunication, it is not only possible to publish reports of what has actually occurred, but trustworthy forecasts of the weather that may be expected during the next twenty-four hours, or even for a longer period. Experience in interpreting the indications that are observed has resulted in the average verification of these forecasts being at the high rate of 90 per cent.

THE GEOLOGY OF SOUTH AUSTRALIA.

The Sedimentary Rocks are divided into five main divisions, which, in descending order, are as follows:—1, Recent (Post Tertiary); 2, Cainozoic (Tertiary); 3, Mesozoic (Secondary); 4, Palæozoic (Primary); 5, Archæan (Pre-Cambrian). Rocks representative of each of these main divisions occur, more or less, in South Australia.

The ARCHÆAN DIVISION comprehends all the rocks which are older than the Palæozoic series, and as the lowest member of the latter is the Cambrian, the term Pre-Cambrian is used synonymously with Archæan. They represent in many parts of the world an enormous thickness of deposit, probably equalling, if not exceeding, that of all the beds subsequently laid down. The Pre-Cambrian rocks are usually greatly altered by the heat and pressure to which they have been subjected at great depths in the earth's crusts, and are now crystalline in texture, which has had the effect of destroying all the evidences of life they may have at one time contained. On this account they are sometimes called Azoic. Beds of this age form the worn-down remnants of the oldest mountains of South Australia. They have a great development on the western side of the State, in the ranges near Port Lincoln, the Gawler Ranges, the Musgraves, and some of the MacDonnell Ranges. They form the fundamental beds of Yorke Peninsula, where they carry the rich copper-lodes of Moonta and Wallaroo, and constitute the axis of the Mount Lofty Ranges. These rocks in South Australia consist mainly of highly-altered sedimentary beds, which, long before the oldest Palæozoic bed was laid down, were penetrated by granite masses and volcanic dykes. Such beds as were originally clay deposits have been converted into schists—so called because they split readily along the layers of mica which usually enter into their composition. The granite is sometimes normal—that is, it carries the three leading constituents of quartz, felspar, and mica; but more frequently it is in the form of a binary granite, and consists mainly of two minerals, viz., quartz and felspar.

PALÆOZOIC DIVISION.—Next to the Archæan, this is the thickest of the larger divisions, and includes the following subdivision, in ascending order, viz.:—Cambrian, Ordovician, Silurian, Devonian, Carboniferous, Permian. The New South Wales coal measures belong to the top of this series (Permo-Carboniferous), and the great goldfields of Victoria and New South Wales to the middle sections (Ordovician and Silurian) of the series; but of these, South Australia is almost entirely deficient. On the other hand, so far as the *Cambrian* (the lowest member of the series) is concerned, South Australia possesses almost a monopoly of rocks of this age, so far as Australia is concerned. The Mount Lofty and Flinders Ranges are of Cambrian age, and comprise a series of beds, which, in the aggregate, are of very great thickness. They have, through long periods of time, been squeezed, crushed, and elevated, and at the same time worn away by the wasting forces of Nature, until miles of material have been removed from their crests, and in places they have been worn down to their very base.

During an early part of the Cambrian period a very cold climate existed in these latitudes. Where the present Mount Lofty Ranges stand was open sea, and large masses of floating ice, carrying mud and stones from highlands on the south (which have since entirely disappeared), melted, and dropped their burden on the sea-floor. Great thicknesses of this ice-borne material, with ice-scratched stones, can be seen in the Onkaparinga, the Sturt Valley, and in many places north of Adelaide. The clay used at the Metropolitan Brick Works, Blackwood, is this old boulder clay, when separated from the larger stones.

Associated with the elevation of the Mount Lofty and Flinders Ranges there was a great development of volcanic phenomena, especially in the case of the latter. The craters are no longer visible as such, having been long since worn away; but the fissures of one-time molten rock, which formed the roots of these old volcanoes, can be seen, in places, reticulating in all direc-

tions. The crush that accompanied the folding of the rock masses, and the attendant intrusions of igneous rock, supplied the conditions which led to the deposition of copper and other commercial ores, which have added so much to the wealth of the State

Beds of *Ordovician* age occur on the southern side of the MacDonnell Ranges. Their position in the geological order has been determined by the fossils which they contain. They are the equivalents of the gold-bearing slates of Ballarat, Sandhurst, etc., Victoria, and those near Dubbo and Orange, New South Wales. The central Australian beds of this age, however, differ mate-



PORTION OF COAST. SOUTH-EAST.

rially from those of the eastern States, in that they consist chiefly of sandstones and quartzites, with thin mudstones and argillaceous limestones, and are not favourable for the occurrence of gold.

In the southern parts of the State, the elevation of the Cambrian beds into highlands at the close of the Cambrian period, rendered deposition impossible within those limits. There follows, therefore, from the close of the Cambrian, a long period without geological records. In this interval the Sydney basin was subsiding (Permo-Carboniferous), and thereby conserving its valuable deposits of coal. South Australia, on the other

hand, consisted of high mountains with a frigid temperature. *Glaciers*, miles long and hundreds of feet in thickness, choked the valleys, and flowed over the lower waterbeds. This was the period when the glaciation of the Inman Valley, southern Yorke Peninsula, and Hallett's Cove occurred, and is the only fragment of the geological record preserved in South Australia proper between the close of the Cambrian and the Tertiary.

During the MESOZOIC PERIODS it was the central and northern parts of South Australia that were the chief areas of deposition. During the early part of the Mesozoic Division (*Trias-Jura*), the present arid districts of the Flinders Ranges produced a rank, sub-tropical vegetation in marshy valleys between the ranges. In the neighbourhood of Leigh Creek the accumulated remains of this flora produced a series of carbonaceous shales and coal seams over 2,000 feet in thickness. The coal is a hydrous or brown coal, which, on exposure to the air, rapidly breaks up into small pieces and dust. It is adapted for household use, but is unsuitable for storage.

In the later Mesozoic times (*Cretaceous*) the central portion of the present continent gradually sank, and the sea came in from the north, reaching as far south as Hergott, forming a great inland gulf. The land of Australia was at this time reduced in size, and took the shape of a vast horseshoe, with the ends pointing to the north. The subsidence must have been gradual and long-continued, as deposits from the waste of the surrounding lands accumulated on the sea-floor to a thickness of 5,000 feet. These deposits were mostly mud, with thin limestone in places, and a sandstone at the bottom. This happened at a time corresponding to the period when the chalk-beds were being laid down in Europe, and it is therefore known as the Cretaceous Basin, although no chalk occurs in the series. The beds have no mineral wealth; but as yielding the fine grazing-lands of Western Queensland (Rolling Downs) and New South Wales, and as the source of the great artesian water supply of the driest parts of Australia, it must be regarded as one of Australia's most valuable assets.

At the close of the Mesozoic periods central Australia once more rose above sea-level, the water draining off in the direction of the Gulf of Carpentaria. Rain and rivers, acting on the higher ground of this elevated region, laid down horizontal beds of fresh-water origin, forming the clays and sandstones of the flat-topped hills (*Desert Sandstone*) of the Lake Eyre district. This old surface-level is represented by the tops of these hills; whilst the gaps and stony plains between them represent areas of erosion cutting into the Desert Sandstone plateau. Water, carrying silica in solution, has converted much of this Desert Sandstone country into an opalized clay (porcellanite), jasper, and opal. The latter, in some localities, as at Wilcannia, in New South

Wales, and at Bulla Creek, Queensland, is accompanied by precious opal. No well-authenticated occurrence of precious opal is known in South Australia.

The CAINOZOIC or TERTIARY deposits of South Australia occur under two main features—a lower series, which is marine, and an upper series, which is of freshwater origin. The marine Tertiary occupies a position which, for the most part, is marginal to the coast, whilst the freshwater deposits cap the foothills of the ranges or follow the lines of ancient drainage among the hills.

As the central parts of Australia rose above the sea in post-cretaceous times, the southern seaboard, from Western Australia to Victoria and Tasmania, sunk below sea-level, the sea covering all the south-east of South Australia, and found its way to the valley of the Murray, as far north as the south-western portions of New South Wales. During this submergence of the land deposits of sand and organic material were laid down, reaching a thickness of over 500 feet. It is this old seabed, elevated to dry land, which forms the fossiliferous seacliffs around St. Vincent and Spencer Gulfs, the cliffs of the River Murray, and the main rock features of the Mount Gambier plains. Its age is referred to the *Eocene*, or lowest member of the Cainozoic Division. At the close of the Eocene period the sea once more shallowed and retreated, and the southern part of Australia began to assume the main features of its present outline.

The *Newer Tertiary* (Freshwater Deposits) consists of soft sandstones (often reduced to loose sand) and small gravel. They can be seen on the Blackwood and Belair plateaux, extending towards the Happy Valley Waterworks, and on the banks of the Onkaparinga; also on the flanks of Anstey's Hill, near Paradise, along the foothills of the Barossa Ranges, and many other places.

RECENT.—In the time that has elapsed since the Tertiary period there have been considerable oscillations of the land experienced along the southern coastline of Australia. At one time the sea covered what is now Lefevre Peninsula, and flowed inland to Dry Creek, covering the Port Wakefield plains, and extended to the head of the Gulf to near the South Hummocks, whilst much of the present south-eastern portions of the State was submerged. At other times a reverse movement was initiated, and the land stood much higher, relatively to the sea, than it does at present. At the pre-

sent time an elevatory movement seems in progress, so that raised beaches are found on the Port River Flats, at Edithburg, Cape Jervis, Victor Harbour, the mouth of the Murray, the Coorong, and extending for many miles inland over the plains of the South-East. The recent elevation, in the gulfs, amounts to about twelve feet, but in the South-East of the State it increases to about eighty feet.

It was in Post-Tertiary, or Recent, times that Mount Gambier, Mount Schanck, and other centres were active volcanoes. These were, in the main, mud and ash volcanic vents. Under the ash-beds, and caught up into the ash itself, are the leaves of plants and remains of animals which still live in the district. At the close of the period of volcanic activity the ground around the vents, through lack of support, caved in, and gave rise to numerous sunken areas, which form the Blue Lake and others, that give features of beauty to this weird region.

GENERAL.—From the above brief sketch it will be seen that, so far as the southern portions of South Australia are concerned, the rocks, in the main, are of very old origin, belonging to Cambrian and Pre-Cambrian times, and a fringe of much newer rocks (Cainozoic) around the coastline; whilst (with the exception of the glacial-beds of Hallett's Cove) all the great geological periods, which transpired between these remote ages, are entirely absent from this part of the world. This proves that during that long interval South Australia was above sea-level, and, instead of receiving deposits, was undergoing waste. Indeed, the evidence seems clear that the Mount Lofty and Flinders Ranges have not been below sea-level from the time when they originally rose out of the sea, and during this interval, which is so vast that it exceeds our power of imagination, the hill country of South Australia has been in process of decay. Miles of height have been worn away from the hills, but as the elevation may have been slow in its occurrence the loss effected by the degrading forces of Nature may have kept pace with and neutralized the effects of elevation. If so, the ranges in question may not at any time of their existence have greatly exceeded the height which they possess to-day, the elevatory forces and the denuding forces maintaining an approximate balance of results.

THE PALÆONTOLOGY OF SOUTH AUSTRALIA.

It is by the presence of fossilized organic remains that the geological age of rocks can be most definitely determined. The oldest rocks of South Australia (Pre-Cambrian) have by means of heat and hot-water mineral solutions, acting at depth, been changed to a crystalline texture. This molecular re-arrangement of their

particles has effectually obliterated any evidences of Pre-Cambrian life that might have originally existed in these beds.

The geological age of the Mount Lofty and Flinders Ranges was a subject that gave rise to a great diversity of opinion, until the finding within their limits of cer-

tain types of life characteristic of the Cambrian period definitely settled this question. Amongst these old-world forms thus discovered was a primitive type of coral (*Archæocyathinae*) that built reefs over 100 feet in thickness in the Cambrian sea which covered much of what is now South Australia. At the same time, curious kinds of water-beetles (*Trilobites*), which have long since been extinct, swarmed in the sea in immense numbers. A few shell-fish occurred, mostly of the kind popularly known as "Lamp-Shells" (*Brachiopods*), from their supposed resemblance to a Roman lamp—an ancient type which has suffered in the struggle for life, and has nearly disappeared from existing seas. As there were no fishes in the sea at this remote time, the sea-beetles had it

Rope Sponge" of our present seas and some Trilobites, differing in species from those which lived in Cambrian seas, as well as a greater number of the more highly-developed shell-fish. Some genera of the latter (*Isoarca* and *Palæarca*) are in such numbers as to form distinct layers or thin beds. A special feature of these beds is the occurrence of examples of the highest class of molluscan life (*Cephalopods*), to which the well-known *Nautilus* belongs, only these early types of the Nautiloid group had straight shells (*Eudoceras* and *Orthoceras*), instead of being spirally coiled like their modern representatives.

A great gap occurs in the palæontological records of South Australia, extending from the Ordovician to



BREAKWATER AT PORT ELLIOT.

all their own way, and seem to have increased without check; but when, in later times, the fishes with a predacious habit came upon the scene, the Trilobites quickly disappeared. Limestones containing examples of this Cambrian fauna can be found at Ardrossan, Sellick's Hill, and in many places in the Flinders Ranges.

The Ordovician beds of the MacDonnell Ranges consist mainly of sandy rocks, which is an unfavourable medium for the preservation of fossils. There are, however, a few thin limestones in the series which are fossil-bearing, and the sandstones, in places, carry casts of shells. In these rocks there are the remains of a sponge (*Hyalostelia*), closely related to the beautiful "Glass

the Jurassic, the latter being placed chronologically about the middle of the Mesozoic Division. Jurassic beds occur at Leigh Creek, where they form freshwater deposits of great thickness. A freshwater mussel (*Unio*) is a common form in these beds, and remains of the plants that formed the coal are preserved in the mud shales associated with the coal. These consist mainly of ferns (*Theimfeldia*, *Tarriopteris*, and others); the "Mare's Tail" (*Equisetum*); graceful Cycads (*Podozamites*), which possessed the features of both palm and fern; and other rank-growing, sub-tropical plants.

The thick Cretaceous beds of Central Australia present the strongest contrasts to the chalk-beds of Europe,

with which they are supposed to agree as to time of deposition. The chalk-beds were laid down in clear water, and consist almost entirely of organic remains. The mud-shales of the Australian Cretaceous beds were laid down from muddy waters, and except at a few widely-separated geological horizons, are almost destitute of organic remains. The most favourable position for their occurrence is in the lenticular lumps of earthy limestone which occur near the top of the beds. The age of the beds has been determined by such fossils as *Ammonites*, popularly known in Europe as the "Coiled Snake Shell"; the *Crioceras*, allied to the *Nautilus*, but the spiral is openly coiled; the long tapering bone of an extinct Cuttle Fish (*Belemnite*), and numerous shell-fish. Among the vertebrates are fishes with affinities to the modern shark, and some with bony plates dove-tailed into one another in the place of scales; and remains of the great fish and bird-like reptiles (*Ichthyosaurus* and *Plesiosaurus*) similar to those found in beds of this age in the Northern Hemisphere.

Organic remains of Tertiary age are particularly abundant in our local rocks, although, as a rule, not well preserved. The porous sandstones and limestones in which they are contained have freely admitted water containing a weak solution of carbonic acid, and this has dissolved most of the shells, leaving only their casts behind. The Older Tertiary (*Eocene*) often consists almost entirely of the broken fragments of Polyzoa, and is then called a polyzoal rock. Distributed through this rock may be found fossil "sea-eggs" (*Echinoderms*), and several species of the "scallop-shell" (*Pecten*), which are so constructed that they resist the solvent action of rain-water better than many other kinds of fossils. The casts of a spiral univalve shell (*Turritella*), popularly known as the fossil "corkscrew," are often extremely common, and in certain localities, where the rock is of a clayey character, and impervious to water, a great variety of shells may be obtained. Of these the late Professor Tate estimated that only about two per cent. could be regarded as living species. Amongst the vertebrate fossils of the Lower Tertiary are bones of whales and other cetacea, several species of fish, and a considerable variety of sharks' teeth in excellent preservation.

The Miocene, or Middle Tertiary, beds are commonly found resting on top of the Lower Tertiary, but are relatively much thinner than the latter. The beds are more sandy in character, and carry fewer fossils than the older series, and these mostly in the form of casts. The most characteristic form in the Miocene beds

is the Oyster, which is represented by several species, and evidently existed in enormous numbers; indeed, the shallowing of the sea in Miocene time must have converted much of our local waters into oyster-flats, and as the elevatory movements continued these became dry land.

The organic remains found in the Post-Tertiary, or Recent, deposits belong to two kinds, one representing marine conditions, and the other land and fresh-water forms. The raised sea-beds, found around the coasts, supply abundant examples of existing species of sea shells and other forms of life, some of which no longer exist in our local waters, but may be found in somewhat more northerly stations on the Australian coast. This dying out of certain species where they were once extremely abundant seems to indicate a change of physical conditions that proved unfavourable for some kinds of marine life. Beds carrying a fauna of existing species, but showing modification as to distribution, may be designated as Recent, with "Sub-Fossil" remains.

Within geologically-recent times a large number of the land animals of Australia have become extinct. When the central lakes of Australia were filled with fresh water (as they probably were at no very distant date), and replenished by large perennial rivers, crocodiles, large turtles, and the curious mud-fish (*Ceratodus*), lived in their waters. The Emu is the only survival of a class of gigantic birds (*Genyornis*, etc.), which were powerful runners. All the quadrupeds of Australia (with the exception of the Dingo, and such cosmopolitan forms as bats and rodents, which are probably introductions) belong to the Marsupialia, or pouched mammals, of which Australia has almost a monopoly in the present distribution of life on the globe. The immediate antecedents of the existing fauna of a country always bear a close affinity to the living forms. This is true of Australia as elsewhere. The present marsupial fauna was preceded by marsupial types which, in size and variety, greatly exceeded those now living. Gigantic Kangaroos and Wombats had their day at that time, as well as the *Diprotodon*, a clumsy and ungainly creature of the Wombat type, the largest of all the Marsupials. The *Thylacoleo*, or "Marsupial Lion," had large canine teeth, and is supposed by some comparative anatomists to have been of carnivorous habits. These remains of the near past are found in the water-courses of the interior, and to a less extent in the rivers of the south, as well as in the saline mud of shallow lakes, like Lake Callabonna, where very large numbers of these extinct forms have left their remains. The cast of a complete skeleton of the *Diprotodon* can be seen at the Adelaide Museum.

THE MINERALOGY OF SOUTH AUSTRALIA.

A few weeks after the first colonists landed on Kangaroo Island, a party of twenty in a couple of boats made a trip across Backstairs Passage to the Mainland, to

see what it was like. One of the party was "Professor" Menge, an experienced German geologist and mineralogist, who had been sent out by the

South Australian Company to examine the country for minerals. The party landed not very far from Cape Jervis, and Mr. Menge speedily pronounced the ranges which terminate at that point to be highly metalliferous. It is reported, indeed, that with regard to copper and gold he said, "The hills are full of them." He was more of a scientist than a practical man, and finding little scope in the settlement for his special hobby, he took to gardening with so much enthusiasm as to be oblivious to everything else. In 1837, however, with others, he had to remove to the main-land, and thereupon he resumed the role of prospector in his own line. He traversed the ranges north and south of Adelaide, from Barossa to Cape Jervis, and Mr. Hodder says, "was delighted with the indications he discovered of the existence of gold, silver, copper, lead, iron, and nearly every variety of precious stones. In a short time he had collected a hundred specimens of rocks and minerals, which he arranged and classified. But the fact of his not opening a single mine led most people to doubt his assertions that the country possessed great mineral wealth. This fact can, however, be easily accounted for; he was a mineralogist and not a miner, a collector rather than a trader, and it would have afforded him more pleasure to discover a variety of specimens than to have come upon one or two rich mines." There is a tradition that at a later period Mr. Menge visited the Flinders Range and declared that the mineral resources it contained were sufficient to ensure the future greatness of South Australia, even if there were nothing else. Mr. Hodder further states that to this unpractical savant "belongs the honour of having proved to a demonstration that precious stones abound in the colony, and in the course of his residence there he discovered the following: Amethyst, Aquamarine, Beryl, Chalcedony, Chrysolite, Chrysoprase, Cornelian, Diamond, Emerald, Garnet, Jasper, Mocha-stone, Opal, Smaragdine, Tourmaline, Topaz. Specimens of these were sent to the Great Exhibition of 1851, and attracted considerable attention. In this connection it may be well to mention that these discoveries of gems and precious stones have never been followed up by anything worthy of record as an even partial fulfilment of the early promise. Such reports of valuable finds as have occurred at different times have ended in disappointment. A typical case of the kind was the alleged opening of a ruby mine in the MacDonnell Ranges, but the supposed rubies turned out to be only garnets, whereupon the little excitement that was caused promptly "fizzled out."

With regard to the highly mineralized character of the country, however, Mr. Menge has been abundantly proved to be right. From Cape Jervis to places hundreds of miles north, north-east, and north-west of Adelaide the country is pitted, as it were, with mines that are only a short distance apart from each other. In

hundreds of cases where the workings have been abandoned for want of capital the indications are held by practical men to warrant a firm conviction that the mineral resources are only awaiting development, which they will some day abundantly reward.

Surprise has often been expressed that, though there is a vast extent of auriferous country, no large deposit of the precious metal has ever been found. Alluvial workings at places very far distant have encouraged gold-miners to continue their fascinating pursuit year after year, making enough to pay expenses, and hoping some day to "strike it rich." Nor has there been lacking enterprise on the part of investors; and when the geography of Barossa, Teetulpa, Waukaranga, Arltunga and Tarcoola gold-fields is studied, it will be seen that the range of effort has been both far and wide. Claims in the former region at Spike Gully are said to have yielded as much as £1,600 per man, but they soon became exhausted. Though "the colour" can be found in thousands of gullies, and gold-bearing stone in hundreds of reefs, South Australia has no Ballarat or Bendigo.

Had the founders of the colony fixed upon the 142nd instead of the 141st degree of longitude for the eastern boundary, they would have secured for it the richest silver-field in the world, and probably no one would have made much objection. In that case it would have owned the Barrier Ranges, with the far-famed silver mines, politically and geographically, and of course more fully than it does in a commercial sense. Strangely enough, as it seems to a superficial observer, the silver deposits, though close to an arbitrary dividing-line, do not in any appreciable sense seem to cross the border. There is silver in the lead-mines elsewhere, but Nature has not been prodigal in its bestowment.

Copper, however, has done very much to make up for the shortage in silver and gold, and not only lifted the State out of a time of depression, but added immensely to its aggregate wealth. The more important discoveries may be described as accidental, but cupriferous deposits have been found in many localities, and the area over which they are scattered is enormous. The yield of the principal mines can be more appropriately dealt with when the industry for which they have done so much is specifically referred to, and it will be sufficient to say here that in the opinion of competent experts the reserves in this particular department justify most sanguine expectations for the future.

The first mineral to attract attention and employ industry was lead, or, to speak more exactly, galena. It was found in the very early days of the colony to exist within about four miles of Adelaide, and the memorial of its existence is still conspicuous as a landmark, looking like a whitened tower on the hill-slope above Glen Osmond. Nearly seventy miles away, on the outermost spur of the range which looks down on Backstairs Pass

sage and across to Kangaroo Island, at Talisker, are other workings, testifying to the sagacious forecast of Professor Menge. Galena has been found in many other places besides these.

Of other minerals briefer mention may suffice. Iron is found in many places, but ironstone has chiefly been used as a flux. The geology of the State forbids any expectation of coal-measures being discovered, but a kind of inferior coal has been mined at Leigh's Creek, 373 miles north of Adelaide, on the Great Northern Railway. Limestone flux and sea-shell, gypsum and whiting, soap-stone and ochre are included in the review of

mining operations for 1905 issued by the Secretary for Mines. The same authority believes in the existence of the rare and valuable mineral wolfram, and refers to a continuous lode of rutile as having been found, containing also cobalt and other minerals. Mica has been found in both the Barossa and MacDonnell Ranges, and the matrix of tourmaline, which is used in the manufacture of porcelain, is being quarried on Kangaroo Island. Outweighing all these, however, is the humble domestic mineral, salt, of which, on Southern Yorke Peninsula alone, the supply is so abundant that the annual yield is over 20,000 tons.

THE FAUNA OF SOUTH AUSTRALIA.

The natural history of Australia has features of special interest, because at certain points it seems to link the present with the past. Barton, in his *Australian Physiography*, remarks that "Australia has served as a kind of ark, or city of refuge, for animals once abundant in Europe and America, as well as for plants which, a few score thousand years ago, were equally luxuriant there, but all of which have long been extinct in their original habitat. . . . Our native Zoology and Botany are to a great extent restorations of the fossil Zoology and Botany of the Old World."

Alfred Russel Wallace, in his work on "The Malay Archipelago," makes similar and more extended observations. "Australia," he says, "stands alone: it possesses no apes or monkeys, no cats or tigers, wolves, bears, or hyenas; no deer or antelopes, sheep or oxen; no elephant, horse, squirrel, or rabbit; none, in short, of those familiar types of quadruped which are met with in every other part of the world. In birds it is almost as peculiar. It has no woodpeckers or pheasants, families which exist in every other part of the world, but instead of them it has the bower-making brush turkeys, the honey-seekers, the cockatoos, and the brush-tongued lorries, which are found nowhere else upon the globe."

The foregoing quotations apply as fully to South Australia as to any part of the continent, and in its central region it possesses evidences of a former period when the ancestors of its present fauna attained gigantic proportions. The modern kangaroo is the degenerate representative of a colossal animal which browsed in the jungles which extended over the arid region where Lake Callabonna now stretches its dreary waste. The contrast with that prehistoric age is greater than with the time when Europeans first visited these shores; but great changes have transpired even within the memory of living man.

Of native mammals the kangaroo is much the most important, and the varieties met with by the early

settlers were much the same as those found elsewhere. The red and grey kangaroos, when unmolested, and in favourable localities, grew to a great size, and were found in numbers that at the present time must appear surprising. Flinders speaks of as many as thirty being killed in a single day, and of their individual weight running up to nearly 200 lbs. Thirty years afterwards the diminution of the numbers caused some surprise, but is easily accounted for—the animal is timid, and, though not defenceless, is better equipped for fleeing than fighting. Less than fifty years ago kangaroos swarmed in the South-East in mobs of hundreds, and a travelling stockman would scatter thousands of them in the course of a day's ride. Magnificent animals some of them were, and anything more graceful than their bounding flight when they were induced to put forth their utmost speed can scarcely be imagined. For many reasons their extirpation is to be deplored, but they could not be usefully domesticated or trained, they consumed the grass that was wanted for sheep and cattle, their skins were valuable, the pastoralists decreed that they must go, and as many as 2,000 were known to have been slaughtered in a single battue. Many fairy-tales have been woven about the characteristics and habits of the kangaroo, and especially about the use of its extraordinary tail. This has been described as a weapon, and kangaroos have been depicted as so resting upon it as to have all four feet, with their formidable claws, free for defence. The truth is that its chief uses are to preserve the balance of the body when the animal is making its mighty leaps, and for a secure base, forming with the hind feet a tripod when he wishes to rear himself to his full height. An "old man" kangaroo in a bad temper, standing or sitting thus, with his nose over six feet from the ground, can be a formidable antagonist for an unarmed man.

In size, though not in numbers, the wombats come next to the kangaroos, but, being burrowing animals, and promptly betaking themselves to their retreats on the slightest token of danger, they are infinitely less

conspicuous. As miners they possess considerable ability, and in one locality at least their operations wrought remarkable results, for near Kadina they brought the indications of copper to the surface, a fact which is—perhaps gratefully—recognized in the name of the Wombat Shaft. Of wallabies and their congeners, the varieties are numerous, and in many localities they are still fairly plentiful. The one species found elsewhere which is not present in South Australia is the tree-kangaroo, which is somewhat specialized in its locality. Phalangiers (or flying squirrels, as they are sometimes called), opossums, bandicoots, kangaroo-rats, native cats, and pouched mice are also included in the

cies. Pelicans, cormorants or shags, herons, cranes, and many kinds of sea-birds are to be met with. At one time clouds of white cockatoos, with their yellow crests, were often seen, and, more rarely, red-crested black cockatoos. Seventy varieties of parrots and parroquets are enumerated by ornithologists. Unfortunately all these developed tastes for the seeds and fruits of civilization, to their detriment and our loss. The wild wood-pigeon, the melancholy curlew, the swift-winged plover, and the toothsome quail have become little more than mere memories. Occasionally the brown kingfisher, or laughing-jackass, may be heard among the hills, where the liquid notes of the magpie greet the rising sun, but the



CAPE NORTHUMBERLAND, SHOWING OLD LIGHT.

list of marsupials. Zoologically the dingo, or native dog, stands at the head of the mammals, but in common repute he ranks as the lowest, being a compound of dog, fox, and wolf, against whom a war of extermination is ceaselessly waged.

The bird-life of South Australia is rich in variety, splendid in beauty, and valuable in other respects. The emu is the largest, but has been so hunted down that it scarcely survives, except in heraldry. The wild turkey is a noble bird, whether seen in his native habitat or served up on the table, for 30 lbs. is not an uncommon weight. Of water-fowl the black swan easily comes first, but there is a long—and for sportsmen—an appetizing list of geese, ducks, and teal in their several spe-

sportsman's gun and the ubiquitous sparrow are against them, and must prevail.

The reptiles of the State include the iguana and many other species of the lizard family—ugly but harmless, and also numerous ophidians which supply the market with snake stories, but though several kinds are reputedly venomous, casualties are rare. It can hardly be said that the rivers swarm with fish, but the Murray cod, weighing sixty or seventy pounds, is a fine specimen of the kind, and the fisheries have been deemed worthy of special legislation. Limitations of space forbid any attempt being made to catalogue or even classify the insect world, which in extent and variety is a universe in itself.

THE FLORA OF SOUTH AUSTRALIA.

As the State does not possess mountain chains of great altitude and correspondingly deep ravines, has no great river, with the exception of the Murray, and but few lakes or extensive swamps, the diversities of its plant life are comparatively limited. The brevity of its rainy season, the relative scantiness of its rainfall, and the equable character of its climate contribute to the same result. Hence there is a certain sameness in the physiognomy of its vegetation, which in the wooded regions continues all the year round, from the absence of changes connected with the fall of the leaf, and there are no umbrageous forests with a density of foliage that excludes the sun.

Dr. Schomburgk, who was well acquainted with the subject, remarked in a valuable monograph upon it that the preponderance of the two great genera of Australian flora, viz., *Eucalyptus* and *Acacia*, prevails over the whole area of the State, but with a deficiency of species as compared with the east and west. "The number of *Eucalypti* known at present in Australia is about 134: of these only 30, and of *Acacia*, of which 300 species are described, only 70, appear in South Australia."

While the several varieties of the *Eucalypti* predominate, both in the character of the scenery and in the value of the timber, other trees are to be found in abundance in certain localities. The most noteworthy of these are the *Banksia* or Honeysuckle, the *Casuarina* or Sheaoak, the Blackwood, the Native Cherry and Pine, and the *Acacia mimosa* or Wattle. Among the eighteen or twenty kinds of gum-trees, those which are most useful are commonly distinguished by the colonial names of Red-, White-, and Blue-Gum, Stringybark, and Peppermint. Red-gum is highly prized for railway sleepers, and with other varieties is useful for building, water and wheelwright work, as naves, spokes, and felloes of wheels, for fencing, and many other purposes. Stringybark, being free-splitting, is valued for rails, palings, shingles, etc. The wood of the Sheaoak is beautifully grained and tough, which cause it to be used for cabinet-work, turnery, and handles for tools. The Blackwood is valued for cabinet-making, for which purpose the Native Cherry and Honeysuckle are also serviceable. The timber of the Native Pines, though pretty, is not durable, and hence is chiefly used for fencing or for fuel. The Wattle has been cultivated extensively for entirely different reasons; the gum which it freely exudes, and its bark, which is rich in tannin, being important items in the export trade, and substantial assets in the national wealth.

From the naturalist's point of view, the area of South Australia is divisible into forest land, scrub land, and grass land. In the first of these is included the mountain ranges, with the foot-hills. The *Eucalyptus* is usually in evidence, and in favoured localities, such as

the banks of streams, the beds of water-courses, or upland plateaus, individual specimens sometimes grow to an enormous size. While they do not attain the height and girth of mammoths found elsewhere, they are often veritable giants, stately in stature and symmetrical in form. Vast tracts of the forest lands have much of the appearance of natural parks. The trees are not crowded, the underwood is of medium size and open, and there are often glades of shrubbery and spaces of grass land. Occasionally valleys are met with where the *Banksia* rules supreme, and extensive hill-slopes are dotted exclusively with Sheaoaks. Copses of low-growing shrubs are interspersed, and sometimes there are wide, well-grassed spaces, without either shrub or tree. There are places in the hills, moreover, and especially where the Stringybark has taken exclusive charge, through which the foot passenger finds it difficult to force his way, so thickly matted are the shrubs which entangle his feet. As every bush bears a wealth of bloom at its own particular season of the year, and between them orchids shyly hide themselves, these spots are veritable flower-gardens on which beauty has been lavished without stint. A hillside clothed with *Epacris impressa*, showing through the fern, white, crimson, and pink, is a sight to inspire a poet and drive a painter to despair. In such places the Grass-trees are likely to be noticed for their peculiar and striking appearance. They are of a type rarely, if ever, met with in other countries, having a trunk from one to, perhaps, four or five feet high, a foot or more in diameter, crowned with a flower-stalk ten or twelve feet in length.

The scrub lands are said to occupy about an eighth of the surface of the State, most of it being land of poor quality. The general aspect is non-attractive, for the vegetation is stunted, and there is scarcely any grass or herbage at all. The larger varieties scarcely merit the name of trees, and the undergrowth usually consists of a variety of shrubs, making such localities highly interesting to botanists. Viewed from a height, an extensive tract of this kind, such as the Murray scrub, which extends for hundreds of miles, has a strange effect, for it appears of a dull, lifeless green, stretching away in unbroken monotony to the horizon, as sad-coloured as a clouded sea. At one time scrub lands and waste lands were regarded as synonymous terms, but local inventiveness found a way of subduing much of the forbidding wilderness. The "Mallee" and its roots are excellent fuel, and between "Mullenising" methods of cultivation and the stump-jumping ploughs scrub-farming has been made to yield handsome returns.

As to grass lands, their extent is so vast as to be practically limitless. In the southern parts they consist of wide valleys or undulating prairies, and as the traveller proceeds northward the further margin is often lost

beneath the horizon. On these the natural grasses are of a highly-nourishing character, though in the agricultural districts they have mostly disappeared before the march of cultivation. Groups of stunted shrubs or small ramified trees are often to be seen, and gum-trees mark the lines of water-courses. In some respects there is a resemblance to the savannahs or prairie-lands of other countries, but there are local characteristics by which they are specialized. In summer the grass and herbage are withered to a dull yellow character, but the first rains of the winter season have an almost magical effect. Within three days of a pluvial downpour, green shoots are visible, bursting through the soil, which in a fortnight is covered by a verdant carpet. Flowers soon gem the scene, yellow, white, and blue. As the season goes on, Dr. Schomburgk says, "Every week adds new colours to the beautiful carpet. The scarlet flowers of *Kennedyi prostrata*, the violet ones of *Swansonia procumbens*, the delicate flowers of *Thyssonota patersoni*, climbing up the grass-stalks, or over-running small shrubs. The flowers of the isolated trees or copses of the Wattles soon glitter in their yellow clothing. The *Loranthus exocarpi* and *migueli*, growing parasitical on the *Casuarina* and *Eucalyptus odorata* are adorned with

their red flowers hanging in the air. The small shrubs of *Bursera spinosa* are covered with their white flowers mingled with the red of different shrubbery. *Grevilleas composite* are seen blooming all over the plains in all colours, and every week brings new representatives of floral beauty."

The changes effected in South Australian flora by colonization are wonderful, especially considering the relatively brief period that has elapsed since the white man first appeared upon the scene. New plants have been introduced in endless variety, which Nature has welcomed with overwhelming hospitality and nourished with generous freedom. Some of them, of which the Cape Marigold is an example, have spread themselves over plains and hills with amazing rapidity; and while prolific abundance in certain cases is an unmixed blessing, in others it is a pest and a scourge. The flowers, fruits, and vegetables of the gardens; the rich fruitage of orchards, orange-ries, and vineyards; the success with which afforesting operations in town and country have been carried out; and the satisfactory operations in the Forest Department of the State, show in how many ways the naturalized flora of Australia has taken kindly to its home.

THE ABORIGINES OF SOUTH AUSTRALIA.

The aboriginal inhabitants of Australia furnish an interesting subject for study from many points of view. The pioneer and the explorer have at times found their services useful, and even indispensable; at others have suffered terribly from the treacherous and savage elements in their nature, and always marvelled at the acuteness of some of their senses, or the infallible instinct of which they seem possessed. The historian is baffled in his efforts to unveil their past, though he discerns that it extends backward to a remote antiquity, and is chiefly occupied in tracing their gradual decay. The philanthropist is liable to be puzzled by the failure of his efforts to benefit the objects of his solicitude, and is constrained to reconstruct his ideas as well as to re-adjust his methods, if he is going to do them any good. The missionary, whose earnest and sincere desire is the salvation of their souls, probably discovers that he has a peculiarly discouraging and difficult task in bringing Gospel influences to bear upon them; and, further, that in justification of his work he has again and again to prove that these people have a moral and spiritual nature, and are capable of being saved. Meanwhile, the Government has confessedly a duty to discharge towards the original occupants of the country of which they have been dispossessed, and finds that under the circumstances the humane administration of justice is a complicated task.

These are practical aspects of the case, but there are others that as forcibly attract attention. The anthropology and the ethnology of the Australian blacks in particular appeal to scientific men as affording vast and valuable fields for enquiry. The conditions necessarily encourage the hope that information may be obtained which will shed useful light on unsolved problems of world-wide concern. The aboriginal Australian, untouched by civilization, approaches very nearly to the primitive type of man in many respects. He is a nomad, having no settled place of abode. He erects no permanent habitations, does not cultivate the ground, tame animals for domestic use, weave cloth, or make iron. He has no literature, his picture-writing is of the crudest description and extremely rare, and he has only the most rudimentary ideas of art. He is devoid of religion, and, it would seem, of conscience and any sense of personal moral responsibility. Yet there is a tribal organization, some kind of family life, a shadowing of the supernatural, and a social structure; there are diverse modes of reckoning consanguinity, superstitions and traditions without number, established habits, strange customs, numerous rites and ceremonies—crude but elaborate, and much more to invite enquiry.

To what branch of the human family do these people belong? How and whence did their remote ancestors reach Australia? What was the origin of the ideas

they cherish and the customs they practise? Is there in them evidence of degeneration or development? Such and similar questions derive all the more importance because the Australian aborigines may be regarded as a racial unit, and for ages they have been isolated from the rest of the world. Nowhere else on the planet can there be found so large a population occupying such an extent of country, and so completely cut off for a long period from intercourse with other sections of the human race. At the same time there is no radical distinction between the various tribes, even though they may dwell so far apart, and have so little intercommunication as to be unable to speak each other's language. What differences are observable are superficial, and attributable to the accidents of environment, or modifications through the lapse of time. Hence, in dealing with them the investigator feels that he has got down to the bedrock of humanity, as it were, and is correspondingly stimulated in his research for such information as it contains.

Added to this is the conviction that opportunities to rescue from oblivion whatever knowledge or suggestions may now be available are swiftly passing away. These people are disappearing, and, as they erect no monuments and preserve no records, when they have vanished there will be no trace of their presence left behind. No Australian Babylon, Thebes, or Zimbabwe will ever invite and reward the explorations of the archæologist. Neither clay tablets, sarcophagi, nor colossal structures will yield up long-hidden secrets. If the Australian has anything to reveal it must be ascertained while he still survives.

Not only is the race, as a whole, perishing; its isolation is being broken in upon. From almost every point on the circumference the foot of civilization is pressing towards the interior. Already the telegraph wire is strung clear through the heart of the continent, and its course is dotted at long intervals with stations, which radiate far-reaching influences. Before very long the ideas, traditions, customs, and habits that have remained undisturbed for centuries will feel the impact and show the results. The scientist will then no longer have a virgin territory in which to conduct his investigations, but will be obliged to discount both the trustworthiness of his information and the conclusions to which it leads.

Realizing that such is the case, recognizing the importance of the subject, and feeling the weight of the considerations which have been shown, sustained and well-directed efforts have been made in various directions to gather up and classify the facts, and to learn the lessons they convey. Many workers have been engaged in this field. Explorers have recorded their observations. Protectors of Aborigines and other Government officials have issued detailed reports as a public duty, and some of them have added the result of private enquiries extending over many years. To the mass of information

thus gathered, and turning some of it to good account, the methodical and scientific investigations of special expeditions have imparted increased value, and as the result there is now a voluminous and copiously-illustrated literature, covering practically the whole of the ground, so far as the eastern and central portions of the Continent are concerned. Less attention has been paid to the west, but so far as evidence is available it does not disclose any essential difference in the character of the aboriginal population as a whole.

The foundation of our knowledge of Australian anthropology was laid by Mr. A. W. Howitt, F.L.S., and the Rev. Lorimer Fison, D.D., and it is pleasant to notice that its soundness and stability are confirmed by Professor Spencer and Mr. Gillen, two of the latest and most competent writers in the same field. These gentlemen met, and exchanged ideas with Professor Stirling, the anthropologist of the expedition organized by Mr. Horn, and subsequently pursued their enquiries. Their work on "The Native Tribes of Central Australia," published in 1899, excited so much interest that another expedition was resolved upon, and carried out, the expense being borne by Mr. David Syme. A volume on "The Northern Tribes of Central Australia," published in 1904, was the result. In the preface to this work the writers say:—"In regard to the question of the terms of relationship the more we know of conditions existing in Australian tribes the more strongly do we feel inclined to support the conclusions arrived at by Messrs. Howitt and Fison in regard to these matters. As we stated previously, it was these two workers who laid the true foundation of our knowledge of Australian anthropology, and we are glad to have the opportunity of again acknowledging, not only our indebtedness to and our admiration of their work, but also our appreciation of the generous interest they have taken in our own. The publication of Mr. Howitt's work on the native tribes of South-Eastern Australia, Mr. Roth's work on the North-Eastern tribes, and our own on the Central and North-Central tribes, will probably supply anthropologists with a very fair idea of the native inhabitants of the central and eastern parts of the continent. The western half is still, anthropologically, almost a *terra incognita*." Occupying the central section of the continent, as it does, South Australia has special interest in aboriginal questions. The travels and enquiries of Messrs. Spencer and Gillen were principally within its boundaries, and it has contributed a very fair share to the general knowledge and literature of the subject. Among local authors may be named the late Town Clerk of Adelaide, Mr. Thomas Worsnop, who published a valuable compilation, in 1897, on "The Prehistoric Arts, Manufactures, Works, Weapons, etc., of the Aborigines of Australia." A useful work on "The Native Tribes of South Australia" was published, in 1879, by Messrs.

E. S. Wigg & Son, dealing with the several distinct tribes by as many different writers. Among less pretentious publications, a brochure by Mr. W. H. Willshire, Officer in Charge of the Interior Police Patrol Party, is valuable for its record of personal observations, and for its vocabulary. Writers of fiction are allowed to be imaginative, but Mr. S. Newland, in "Paving the Way," has given many statements of facts, and in "The Far North Country" and elsewhere discussed the aboriginal question from his own standpoint. In the numerous histories, journals of explorers, etc., frequent reference is made to the subject. Works like Mr. J. W. Bull's "Reminiscences"—of which there are

who were scattered throughout Australia at the beginning of last century. Up to the present time no census has ever been possible. Such estimates as have been formed, though based on the best sources of information, are only approximations. Where enumeration has been attempted, its partial character and want of uniformity have deprived the resulting calculations of any value, unless accompanied by elaborate explanations. Thus when the census of 1881 was taken, the aborigines of Australia were said to number 31,700, distributed as follows:—New South Wales, 1,643; Victoria, 780; Queensland, 20,585; South Australia, 6,346; Western Australia, 2,346. So long ago as that the last Tasma-



Photos supplied by A. Vaughan.

C. E. Stamp, Artist.

many—preserve the record of early experiences. The Reports of the Protector of Aborigines, and of the Aborigines' Friends' Society, contain much information. Papers read before the Royal Geographical Society and the Science Congress discuss special features. The purely South Australian bibliography, therefore, is voluminous. The above list is by no means exhaustive, and it shows that ample material is available for studying the native problem in all its aspects, whether comprehensively or in detail.

THEIR NUMBERS.

There has never been anything much more trustworthy than a rough guess at the number of aborigines

nian black had disappeared, and this fact may indicate the diminution which had been proceeding everywhere during the period of contact with civilization.

Analyzing the above figures it is proved, in the first place, that in New South Wales only "civilized" aborigines were included, who were obviously only a fraction of the whole. The figures for Victoria included half-castes, and the Government Statist reckoned that the "pure blacks" numbered only 550. In Queensland the numbers were partly estimated, and the Registrar-General of that State considered them far too low. He quoted, without endorsing an estimate of residents, that the total would probably be about 70,000. No account

was taken in the South Australian figures of the tribes in the Northern Territory, and it was thought possible that in the entire area there were probably as many as in Queensland. In Western Australia only those in the employment of colonists were returned, who were at most only a small proportion, considering the vastness of the territory that was absolutely unexplored at the time.

Ten years later, at the census of 1891, according to Coghlan's "Seven Colonies," though the people were dying out, the enumeration had risen to 38,879, made up as follows:—New South Wales, 8,280; Victoria, 565; South Australia, 23,789; and Western Australia, 6,245. The larger number in New South Wales may be accounted for by the wider range of census-taking, and was said to include the whole of the State. The reduction in Victoria was probably due to actual diminution. The great increase in South Australia must be attributed to the same cause as in New South Wales; but the entire omission of Queensland is apparently due to the absence of any enumeration at all. After discussing the situation, Mr. Coghlan said:—"An approximate census by the police of the aboriginal population at the end of 1898 gave the number of blacks and half-castes in New South Wales as 6,891, and a similar enumeration in Western Australia of those in contact with whites as 12,183; while the number in Victoria at the same date was estimated at 449." The variations and alterations in the figures relating to the aborigines concerning whom information is most easily obtainable, and the great uncertainty as to all the rest, reduce an estimate of the gross number almost to the level of a conjecture. Mr. Coghlan, being both cautious and well informed, contents himself by saying:—"Altogether the aboriginal population of the continent may be set down at something like 200,000." It follows that when Australia became British its coloured inhabitants numbered probably somewhere between a quarter and half a million, of whom about one-third was located in South Australia, including the Northern Territory.

Compared with these figures the number of aborigines at present in South Australia (exclusive of the Territory) seems very small. Within that area it is believed that in 1836 there were 12,000, but at the census of 1901 there were only 3,386 blacks and 502 half-castes—the total being 3,888—which by the excess of deaths over births had shrunk in 1903 to 3,763. Though the decaying process is shown to be rapid, it has been even swifter in Victoria, where the numbers went down from 7,000 in 1836 to 382 in 1903. In Tasmania, except for half-castes, the race has been extinct since May, 1876, when the last black woman died at Hobart, the last black man having died in March, 1869. Of the South Australians, 567, including 197 children, are residents at the Mission Stations of Point McLeay, Point Pierce, and Kopperamana, to which reference is made elsewhere.

TRIBAL ORGANIZATION.

The aboriginal organization is a curious and interesting mixture of simplicity and complexity. A broad generalization discerns certain simple principles which prevail almost universally with local modifications, but the application of these principles in detail ramifies into endless diversities, involving intricacies of relationship that are bewildering. Considered locally, Mr. Howitt describes an Australian tribe as an aggregation of individuals occupying certain territory in common, speaking the same language with dialectic differences, and acknowledging a common relatedness to each other which they deny to all surrounding tribes. Extent of country and numbers of persons do not make any difference to this tribal connection. A tribe, however, may be divided into groups or clans, and these into smaller sections or classes, until the final unit consists of only a few persons of the same blood, having their own portion of the common territory, and ordinarily managing their own affairs.

Thus it is evident that the term "tribe" is a word of very elastic signification. Thus the Narrinyeri, or people occupying the region bordering on the Lower Murray and the Lakes Alexandrina and Albert, might be regarded as coming under that designation, but the Rev. George Taplin describes it rather as a nation, or a confederacy of eighteen tribes, each of which has a distinct appellation. Each of these sub-tribes he speaks of as a family, every member of which is a blood relation, between whom no marriage can take place. The whole, however, made common cause when necessary. Though they might quarrel among themselves, they always present a united front to the neighbouring tribes; and Mr. Taplin says he has seen 500 warriors set in battle array against a mutual and powerful enemy. In the main the tribal divisions in other parts of South Australia correspond with this description. Each class, group, or family, it should be observed, has its tutelary genius, symbol, or totem, and is held together by that bond and by common descent.

Such government as prevails is neither patriarchal, feudal, aristocratic, nor monarchical. It may, perhaps, be called democratic, and there is in it an elective element, but there is no ruling caste or class. Properly speaking, the tribe has neither chief, sheikh, nor king, and such identities as "King Billy" owe their regal honour solely to the white man's humour. Where there are no written laws, there is no occupation or use for legislators or politicians. The old men are the natural leaders, and possess exceptional influence; but authority is thrust upon or falls into the hands of those who are best fitted for it by mental and physical capacity. Heredity does not prevail, and a son is not necessarily the successor of a virtual ruler, but another may be put in his place by the will of the majority. In case of a dis-

pute, the minority has to give in, for the waddy comes into exercise, and against club law there is no appeal.

The administration of justice in cases of suspected criminals is, in some cases at least, orderly and methodical. Mr. Taplin, speaking of the Narrinyeri, says:—"They actually have an institution which is extremely like our trial by jury, and have had it from time immemorial. This they call the Tendi. The number of the Tendi is not fixed; it appears to be regulated by the size of the clan, but it always consists of experienced and elderly men. . . . All offenders are brought to this Tendi for trial. In case of the slaying by a person or persons of one clan of the member of another clan in the time of peace, the fellow-clansmen of the murdered man will send to the friends of the murderer, and invite them to bring him to trial before the united Tendies. If, after full enquiry, he is found to have committed the crime, he will be punished according to the degree of guilt."

In such a state of society crimes against property can hardly occur. The personality of any individual does not afford much temptation to cupidity, and there is no private ownership of land. It is noteworthy, however, that local products that are regarded as of special value are held to be the property of the local group. In the Far North, for example, there are localities where stones suitable for making into axes are found, and they cannot be removed without the permission of the clans occupying those neighbourhoods. Mr. Howitt has described the exercise of similar control in Victoria over a quarry, and of the possession of swans' eggs being claimed by the group in whose locality they were laid. The ownership thus exercised forms the basis of a crude and limited form of barter between neighbouring tribes, which, however, does not extinguish their chronic jealousy and enmity.

AVENGING PARTIES.

According to Mr. Taplin, the judgment council, or Tendi, not only pronounced a verdict, but arranged for its execution, the punishment being proportioned to the offence. If an accused person were proved guilty of murder he would be put to death. "If it should be what we call manslaughter, he would receive a good thrashing, or be banished from the clan, or compelled to go to his mother's relations." Mr. Taplin further says: "All cases of infraction of law or custom were tried thus. A common sentence for any public offence was so many blows on the head. A man was compelled to hold his head down to receive the stroke of the waddy, and would be felled like a bullock; then get up and take another, and another, until it was a wonder how it was that his skull was not fractured." Sometimes, however, the Tendi failed entirely. Mr. Taplin describes a case in which representatives of two clans met to decide whether a member of one of them had met his death through foul

play on the part of men of the other, or whether it were accidental, and persons of two other clans were present as *amici curiæ*. The proceedings were neither solemn nor orderly, for half-a-dozen tried to talk at once, and no decision was arrived at.

Very different is the account given by Mr. Gason of the custom prevailing in the Dieri tribe, where a council is called with the view of appointing and commissioning an avenging party. The Australian aboriginal does not believe that any death occurs from natural causes, and holds that some enemy is responsible for it. Mr. Gason says the armed band is entitled Pinya, and that when it is instructed to proceed on its sanguinary mission a number of ceremonies take place. The victim is selected in a curious fashion. "The chief opens the council by asking who caused the death of their friend or relative, in reply to which the others name several natives of their own or neighbouring tribes, each attaching the crime to his bitterest enemy. The chief, perceiving whom the majority would like to have killed, calls out his name in a loud voice, when each man grasps his spear." This settles the question. There are a number of forms gone through, including what Mr. Gason calls "some practices too beastly to mention," and at sunrise on the following morning the Pinya departs on its errand.

In their earlier work on the tribes of Central Australia Messrs. Spencer and Gillen refer to this subject, and speak of the avenging party as Atninga. They detail at considerable length the equipment and dispatch of such an expedition, and remark that the custom of sending such an expedition is said by the natives to be much less frequently carried out than in former years, in some parts having died out altogether. It is closely associated with the magic and mystery in which the native seems to find a sort of fearful joy, and hence the truth was very difficult to elicit. The avenger was accompanied by a medicine-man, and as a preparation was obliged to undergo a most painful ordeal. The conclusion of the investigators was that the custom was merely a matter of myth, but that at some time past it was associated with secret killing, and was largely practised, forming a kind of endless vendetta.

During the time these gentlemen spent at Alice Springs in May, 1901, however, they were fortunate enough to witness the dispatch and return of an Atninga, or avenging party. "Some few months earlier an Alice Springs native had died, and his death was attributed to the evil magic of a man living some one hundred and thirty miles away to the north-west. Accordingly, while a large number of men were gathered together, advantage was taken of the occasion to organize an avenging party." The performances which followed were exceedingly elaborate, and some of them extremely disgusting. The men had their thighs rubbed to make them alive and active; other operations were performed to make

them burn with anger. There were dances round the spears, boomerang dances, blood-drawing and -sprinkling to produce mutual strength, and prevent possible treachery, a final dance to represent the mourning of the relatives of the man they intended to kill. The party was absent more than a week, and when it returned the tokens of its success were visible from a long distance. The reception of the avengers was accompanied by as much formality and almost as elaborate a ceremonial as signalized its departure, one object being to ward off or evade the evil consequences which might otherwise follow.

"It transpired on this particular occasion" (say Messrs. Spencer and Gillen) "the avenging party had not killed the man they went in search of. He had somehow got news of their coming, and had discreetly cleared away to a distant part of the country. As they could not kill him they had speared his father, under the plea that the old man had known all along about his son 'going kurdaitcha' to kill the Alice Springs man, and had not attempted to prevent him from doing so. It will not be very long before a return Atninga will be organized to visit the Alice Springs group, and then probably the old man's death will be avenged. In this way, year after year, an endless kind of vendetta is maintained amongst these tribes, though fortunately it sometimes happens that there is more noise than bloodshed." The existence of avenging customs, organized and sanctioned by tribal law, is, however, conclusively demonstrated.

SOCIAL ORGANIZATION.

Besides the tribal or political organization of the aborigines, there is a social organization of a very definite character, and which profoundly affects both individuals and the race. The unit of civilized society is the family, formed on a monogamous basis, and with it is associated all that is best in human character at its highest development. The upward movement which has resulted in this being the normal condition, governing the relations between men and women, parents and offspring, ancestors and descendants, has passed through several stages, including polygamy and polyandry. Aboriginal society is based on a principle that prevails almost universally, though in practice there are local modifications. In whatever part of the continent the subject has been studied, it is found that each tribe is divided into two or more exogamous intermarrying groups. These groups may become still further broken up, and to an observer the position appears more complicated by its association with the totemic system in various ways; but the two things are distinct, both in their origin and significance.

To Messrs. Hewitt and Fison is ascribed the honour of unravelling this tangled skein. They have correctly interpreted what to many others presented only an

intricate puzzle, and shown the singular degree of correspondence that exists among Australian aborigines with what obtains among the Tamil and Telugu peoples of Southern India, the North American Indians, and Polynesian Islanders also. Workers in various parts of the Australian continent have confirmed their conclusions, which explain some of the "strange customs" described by early observers. Absolute uniformity, of course, does not exist, and, though the aboriginal is intensely conservative, well-marked divergences of practice are now to be seen, even when there is strict adherence to the fundamental principle. An example of these is presented by the reckoning of descent in some tribes through the paternal and in others through the maternal line, which affects the entire series of relationships. A large amount of information on this subject has been gathered by observers in different parts of Australia. Allowing for local variations, what has been recorded in one part of the continent generally applies to all the rest, and as the latest extended investigation was that conducted by Professor Spencer and Mr. F. J. Gillen in the first year of this century, it will be sufficient in the following paragraphs to limit attention to the account they give. They had the advantages of having previously traversed the ground, ascertained the true lines of enquiry, and acquired facilities for definite and successful research. Their observations are consequently of exceptional interest and value.

They recognized three important types of social organization in the tribes which occupy the country from Lake Eyre to the Gulf of Carpentaria. In the first, which exist among the Dieri and Urabunna tribes, there are only two main exogamous groups, called respectively, in the case of the latter, Matthurie and Kirawara. The Urabunna tribe is a typical example of a tribe in which descent is counted in the female line, and in which division has not proceeded beyond the formation of the two original exogamous moieties—the term moieties being used in a special sense to denote these particular divisions. A Matthurie man must marry a Kirawara woman, and a Kirawara man a Matthurie woman. But, further, a man of one totem can only marry a woman of another special totem; certain relations are forbidden to him, and he can only marry women who stand in the relationship of "nupa" to him—that is, are the children of his mother's elder brothers, blood or tribal. While the term marriage is used it is pointed out that "individual marriage does not exist, either in name or in practice, among the Urabunna tribe." There is a group of men, all of whom belong to the one moiety of the tribe, and are regarded as the nupas, or possible husbands, of a group of women who belong to the other moiety of the tribe, and between certain members of these groups marital relations are sanctioned by tribal law. No man has an exclusive, though he may have a preferential, right to any one woman. This state of affairs has

nothing to do with polygamy, any more than it has with polyandry. It is simply a question of a group of men and a group of women, who may lawfully have what we call marital relations. There is nothing whatever abnormal about it, and in all probability this system of what has been called group marriage, serving as it does to bind more or less closely together groups of individuals who are mutually interested in one another's welfare, has been one of the most powerful agents of the upward development of the human race."

The evidence suggests that the type just referred to adheres most closely to the customs and traditions of antiquity, but in two others there are distinct developments. In many tribes covering a large extent of coun-

personal relations are mixed up with the group relations, the resultant tangle is easily accounted for. To explain the latter remark it may be mentioned that the children of a man are his sons' and daughters' children as much as his own, and that he may describe a girl of ten years old as his mia, or mother, because she stands in the same tribal relation as his actual mother to himself.

Further detail of the organization into which every Australian aboriginal is born, and by which, in a certain measure, his life is regulated, is hardly desirable or possible in a work of this description, but it may be observed that it forms one of the arguments sustaining the theory that the history of the race dates far back into prehistoric times. There is manifestly a survival of ancient



Photo supplied by A. Vaughan.

NATIVES DRESSED FOR CORROBOREE, PORT DARWIN.

try there are not only two, but four, intermarrying groups, and in another series there are eight. All of these count descent, not in the maternal, but in the paternal line. Aggregations of contiguous tribes having a similar social organization may thus be regarded as nations, and by adopting this method the equivalent groups can be ascertained, despite differences of names. The cross divisions are well-nigh innumerable, and the interweaving of social ties and relationships produces what to the uninitiated is a bewildering maze. When there are four sub-classes in each moiety, having different names, and the names, though equivalent, are not identical in the separate tribes; and further, the

law and practice transmitted from generation to generation by various established customs and observances. The limitations of change are largely due to isolation from other peoples. As to practical advantages, there is reason to believe that the race has thus been preserved from physical degeneration, and was able to hold its own, during long ages, under singularly adverse conditions, until the white man appeared on the scene. Even now there are certain direct benefits. When from any cause a member of one tribe becomes transferred to another, his place is at once defined, because the group he left behind him has its equivalent among the people with whom he becomes identified. It appears also that

some alterations have been made deliberately, and with intention. Messrs. Spencer and Gillen, referring to the Mara tribe, remark that the changing "of the method of grouping the sub-classes so as to allow of descent being counted in the female, the indirect male, or the more direct male line, according to the necessity of the case, is of considerable interest, as indicating the fact that the natives are quite capable of thinking such matters out for themselves."

THE PICCANINNY.

Every aboriginal child is supposed to be a re-incarnation of some predecessor. Usually the mother specifies the locality in which the spirit elected to pass through another round of mortal life by her agency, and this fixes the totem of the infant when born. As to that important event, customs vary, but they are pervaded by a good deal of care and consideration for the woman, who is specially provided for, and carefully waited upon by her female relatives, while it is the duty of her husband to secure such animal food as she requires.

If the child be permitted to live it is likely to receive a very fair amount of parental affection, but the proviso is necessary, for infanticide is exceedingly common. Twins are rare, but are not allowed to live, such a birth being regarded as abnormal. Sickly and deformed children are promptly disposed of. A baby born before the one that preceded it had learned to walk would have little chance of life, it being understood that the mother could not take care of two at a time. The barbarity of this practice may be discounted a little by the fact that the spirit of the child is supposed to return whence it came, probably soon to re-emerge, and possibly in the same family.

Children are the exclusive property of their fathers, but for several years are the exclusive care of the mothers. In good seasons they grow up jolly, fat, and inclined to be pot-bellied. They are not encumbered with clothing, are guarded by charms, and receive their education in the school of nature. The children accompany their mothers in the search for food, digging up lizards, etc., and unconsciously develop the perceptive faculties which may make them skilful trackers and hunters later on. Childhood ceases at a comparatively early age in both sexes, but while it continues the boys and girls live with the women. The stage of adolescence introduces them with much form and ceremony to the more serious business of life.

YOUTHS AND MAIDENS.

Entrance into manhood or womanhood is a very serious matter for an aboriginal, and throughout Australia is treated accordingly. Customs differ among the various tribes, but in all of them there is abundance of formality and ceremonies of an elaborate character.

Messrs. Spencer and Gillen have detailed minutely the practices which prevail in Central Australia, and others have recorded observations made elsewhere. Among some of the larger tribes in the south the business of making young men was formerly transacted when members of several tribes were present, in order to preserve due proportion in the number of eligible husbands or wives, as marriages within the tribes were not permissible. Apart from the surgical operations, concerning which this bare allusion may suffice, the ordinary rites constitute a severe ordeal from which a youth might shrink were it not for the thought of the status for which it was a preparation. Knocking out one or more of the front teeth was a common thing, applied to either sex, but with nothing like uniformity. Among the Narrinyeri, Mr. Taplin says, after boys were ten years old they were prohibited from cutting and combing their hair. Thirteen kinds of game were forbidden to them. Part of the ordeal consisted in their matted hair being combed or torn out with the point of a spear, and what they had of moustache or beard plucked out by the roots. They were then besmeared with oil and red ochre, and for three days and nights prevented from either eating or sleeping. These and other restrictions were possibly imposed in the first instance as a form of discipline, but their significance vanished long ago. The aboriginal, however, holds tenaciously to tradition and custom, and there are undeniably good reasons for marking what is equivalent to coming of age by ceremonies that are binding, and in a sense sacred.

MARRIAGE CUSTOMS.

An aboriginal belle has little chance of being sought after in the fashion common among Europeans. Marriage is regulated by tribal law, and celebrated according to ancient custom, but the feelings and desires of the bride are not taken into account. To some extent, however, this is their protection, for the idea that when a blackfellow wants a lubra he waylays her, knocks her down with a waddy, and walks off with her, has no foundation in fact. Marriages by capture are now of extremely rare occurrence, whatever may have been the case in former times. Interchange of girls between the groups that may lawfully intermarry is the common practice, and the number is a matter of mutual arrangement.

The assignment of a bride to a particular man may be the result of preference on his part, but there is no evidence that any preferences she has are consulted. She is told with whom she has to go, and is simply obliged to submit. Thenceforth she is the mere chattel of her husband, with the qualifying element in her life that she does not belong to him exclusively.

Such marriage rites as are observed are interlaced with the ceremonies attending initiation into the state of man- or womanhood, and they are, more or less, associated with seasons of festivity. The occasion of a cor-

roboree is commonly selected, and hence the impression has been produced that there is generally a good deal of dancing and singing.

On the whole, however, the transaction is prosaic rather than sentimental, but at the close of the initiatory ceremonies in the northern tribes the girl's head is decorated with head-bands and ornaments, made from the tail-tips of the rabbit-bandicoot, her neck with necklaces, and her arms with bands of fur-string, her body being painted all over with a mixture of fat and red ochre. These are her substitutes for tulle and orange-blossoms, and thus ornamented she is taken to the camp of her special Unawa, or husband.

DULCE DOMUM.

"If the reader," say Messrs. Spencer and Gillen, "can imagine himself transported to the side of some waterhole in Central Australia, he would probably find among the scrub and gum-trees surrounding it a small camp of natives. Each family, consisting of a man and one or more wives and children, accompanied always by dogs, occupies a mia-mia, which is merely a lean-to of shrubs, so placed as to shield the occupants from the prevailing wind. . . . In front of this, or inside if the weather be cold, will be a small fire of twigs, for the blackfellow never makes a large fire as the white man does. In this respect he certainly regards the latter as a strange being, who makes a big fire, and then finds it so hot that he cannot go anywhere near it. The blackfellow's idea is to make a small fire so that he can lie curled round it, and during the night supply it with small twigs so that he can keep it alight without making it so hot that he must go further away."

Housekeeping is a very simple matter, where cooking is of the most primitive character—utensils are absent, spring-cleaning has not to be arranged for, and there is not even a washing-day. Clothing is said to have been originally adopted for ornament, and not for either comfort or warmth, and this is certainly the native idea. Ordinarily he goes naked, which is the more remarkable, as he can obtain the skins of animals anywhere, and even in the hottest parts of the continent is subjected to great changes in the temperature. In their original condition, both men and women limit themselves to bands round the neck and arms, with perhaps waist-strings and diminutive aprons, or other ornaments that are grotesque, if ingenious.

The ordinary daily routine centres on the food supply. If it be winter the camp seems to be of Charles Lamb's opinion, that it will be well to wait until the day is well aired before getting up. If provisions are abundant the men will lounge about, while the children laugh and play, or practise such arts as spear-throwing. There is no harsh interference with the amusements of the boys and girls, and perhaps the men may leisurely occupy themselves with making or ornamenting their weapons.

When food is required, the women and children go out with digging-sticks and small wooden troughs, called pitchus, which are used for carrying food and water, and also as cradles for young infants, and probably will spend the day hunting for lizards and small burrowing marsupials. The men, armed with boomerangs, spears, and spear-throwers, will set off in chase of larger game, which they stalk with patience and skill. With certain restrictions, applying sometimes to persons at certain times and sometimes to groups of individuals, "all is grist that comes to the mill," or, in other words, everything edible is used for food. The available vegetables consist of certain bulbs, acacia-pods, the seeds of a species of Claytonia, and Nardoo, the two latter being staple articles of diet in some extensive districts. Animals are usually cooked, after a fashion, in more or less shallow pits in the ground—primitive ovens.

The normal condition of a native camp is for every one to be cheerful and lighthearted. "As a general rule the natives are kindly disposed to one another—that is, of course, within the limits of their own tribe; and where two tribes come into contact with one another on the borderland of their respective territories there the same amicable feelings are maintained between the members of the two." The monotony, however, is every now and then broken in upon by the occurrence of a quarrel; for a native camp is not without materials for "family jars," which sometimes culminate in a fight that is characterized by a good deal more noise than bloodshed. When the women adopt this method of settling their disputes, the men usually look on with indifference until they think it is time to stop proceedings; but if the men have a row among themselves the women gather round in shrill clamour, and even thrust themselves into the fray as defenders of their lords. A tribal conflict is, of course, another matter.

The chief interest which enters into the life of an aboriginal is associated with the tribal gatherings for the purpose of corroborees and the almost endless ceremonials, in which he takes part, according to ancient custom. They stand for him in the place of religious observances, literature, and amusements such as dramatic performances. With them is closely interwoven every part of his personal history, past, present, and future, and also the affairs in which he is directly concerned. They occupy a considerable part of his time, and a large share of his imagination, besides meeting the demands of what is gregarious in his disposition.

As in other savage nations, the Australian aboriginal attributes untoward events, diseases, and the like to evil influence or magic. A subcurrent of apprehension always exists in his mind, because he thinks some enemy is attempting to harm him by evil magic, and never knows when a medicine-man may not point him out as having killed someone else by such means. He

has, however, the faculty of forgetting that is common to shallow natures, and though the feeling may be called up by anything that is suspicious, it usually lies dormant. At evening time men, women, and children gather round the common campfires, chatting and prolonging their monotonous chants hour after hour, until one after another drops out of the circle. They live entirely in the present, and seem utterly care-free.

DEATH, BURIAL, AND MOURNING.

Though the Australian aborigines have no adequate conception of God, and nothing that can be called a religion, they have a constant sense of the supernatural. Hence they do not attribute death to natural causes, but to malign influences—the result of sorcery or magic. Nor do they regard it as the extinction of the spirit life. It came from the dim, mysterious region known in some tribes as the Alcheringa, and thither it returns. Accordingly, death may be regarded as a disaster to be mourned over, but also as a defeat which is a calamity to cause still deeper distress, and as a wrong to be avenged. When a bone, say the leg-bone of a duck, is found, from which the flesh has been eaten, the finder believes that, by adopting certain forms, he can ensure the death of the man who has eaten it if he will, which easily accounts for the conviction, when a bereavement takes place, that the power has been exercised.

These ideas find practical expression in the funeral rites and mourning ceremonies, which are exceedingly diverse in different localities. The two things are closely interlaced, and generally regulated by tribal custom, closely following ancient precedent. The demonstrations of mourning are fervid and often frantic in their violence, partly official, but in some cases betokening deep feeling and genuine affliction.

Should a mother lose her child, she manifests grief as acute as that of her white sister. She keeps its little body as long as she can, patiently carrying it, in addition to the heavy load she has to carry when there is a migration, and, finally, either burns it or hides it in a hollow tree.

Various methods are adopted for the disposal of the bodies of adults. In some instances the corpse is slowly dried over a slow fire, which, in the case of a full-sized man, is obviously a slow and, in its progress, a horrible process; yet, while it is going on, the relatives eat, drink, and sleep in close proximity to the corrupting man.

Earth-burial prevails extensively, and is adopted with briefer ceremonies if the deceased has been young or a person of little consequence. In the cases of those who are older, and have taken a leading part, the ceremonies may probably be very elaborate, and, from first to last, stretch over a period of a full year. In such instances tree-burial is a kind of preliminary stage. This method of disposing of a dead body has often been re-

ferred to as an Australian practice, but not always understood. Depositing the dead body on a rude platform in the branches of a tree is not merely a rough-and-ready way of getting rid of it, as Messrs. Spencer and Gillen have shown. They witnessed the entire procedure during their sojourn in Central Australia. The man died of dysentery, but the native doctors declared that a bone had found its way into his system. There was wild howling and wailing throughout the camp. The bereaved wives lacerated their heads with yam-sticks till the blood poured down their faces. Men gashed themselves with stone-knives, and then so bound back the edges of the wounds as to make the resulting scars as conspicuous as possible. The body, after being placed in the tree, was frequently visited, and from the signs witnessed during decomposition the locality of the presumed slayer was deduced. The widows were smeared with pipeclay, which served a similar purpose to crape; and not only they, but all the women were forever prohibited from using the dead man's name.

The same investigators were fortunately able to witness the final burial rites, which only took place a year after the death. The desiccated remains of the corpse were broken up on the tree-platform. The bones were then raked together on the ground (care being taken not to touch them), and all but an arm-bone buried in the hollow of an anthill. The arm-bone was taken into camp, and received with a most elaborate ritual, finally being deposited in a trench.

Among the variants of these customs is that of cannibalism. Messrs. Spencer and Gillen record the fact that in some tribes the men alone eat the flesh of their deceased friends; but Mr. Gason says that in the Dieri tribes both parties share in the horrid practice, according to strictly-regulated degrees of relationship. Burial in the ground immediately follows.

When earth-burial takes place shortly after death, a shallow grave is dug, and the body placed in a sitting posture, his weapons being buried with him. The near presence of the spirit is recognized generally, and the ritual has in it much of a propitiatory quality. No marked distinction is shown in the respect paid to a man or a woman; but if a man happened to be very infirm there seems to be an idea that his spirit will be under a similar disability, and hence his active displeasure is not so much to be feared.

In the early days of colonization nothing was much more common than to hear that an Australian black expected after his death to "jump up whitefellow." Little importance was attached to such a remark, but fuller enquiry has rendered certain the fact that no notion is more strongly held or more widely diffused than that of the transmigration of souls. It underlies the current ideas of mortality, the practices of burial, and the mourning; but whence it came and what it betokens are difficult questions to answer.

THE TOTEMIC SYSTEM.

Writing of the Lakes and Lower Murray blacks long ago Mr. Taplin said: "Every tribe has its Ngaitye or tutelary genius, or tribal symbol of some bird, beast, fish, reptile, insect, or substance," and proceeded to enumerate eighteen of these symbols, which differed as widely as the whale and the bull-ant. Captain Grey first described these distinctions under the name of Kobong, a term of local application in the west. Messrs. Spencer and Gillen devoted much attention to them in both their expeditions, and all the evidence indicates that the totemic system, to use the term now appropriately employed, is of general if not universal diffusion.

The fact that every individual is borne into some particular totem links his personality with the remotest past of which he has any idea. It gives him a kind of

the old men, who instructed the younger men both how to perform them and what they represented. Each was concerned, not only with a special totem, but with a special division of a totem, belonging to a particular locality, and frequently presided over by an old man of that totem and place.

Aboriginal mythology largely consists of totemic traditions, which are the warrant for observances. "The whole past history of the tribe," say Messrs. Spencer and Gillen, "may be said to be bound up with these totemic ceremonies, each of which is concerned with the doings of certain mythical ancestors who are supposed to have lived in the dim past, to which the natives give the name of 'Alcheringa.' In the Alcheringa lived ancestors who, in the native mind, are so intimately associated with the names of animals or plants, the names of which they



Photos supplied by C. E. Taplin.

C. E. Stamp, Artist.

spirit consciousness that is a thing apart from his physical life and family relationships, for it is not hereditary, and the totem of a child may be different from that of both his father and mother. It is permanent as well as personal, influences the ceremonies by which he is initiated into manhood, and regulates the marriage relations into which he may enter.

The totemic traditions seem to have been handed down from generation to generation in connection with the totemic ceremonies, the name of which is legion, and their performance conducted strictly according to rule. The initiatory rites through which an Arunta native must pass before he can become a fully-developed native, admitted to all the sacred secrets of the tribe, consist of long series of ceremonies, occupying in all several months. Those which Messrs. Spencer and Gillen witnessed, that were connected with the totem, were sixty or seventy in number, performed under the direction of

bear, that an Alcheringa man of, say, the kangaroo totem, may sometimes be spoken of either as a man-kangaroo or as a kangaroo-man. The identity of the human individual is often sunk in that of the animal or plant from which he is supposed to have originated. It is useless to try to get further back than the Alcheringa. The history of the tribes as known to the natives commences then."

These semi-human ancestors, endowed with powers not possessed by their descendants, occupied the country now occupied by the tribe, but caused many of its most marked features, such as the gaps and gorges in a range. They were collected in companies, each of which had its own totem. Some traditions relate to the wanderings of the various groups, but others to the origin of special individuals or groups, who lived and died where they appeared.

Each Alcheringa ancestor is understood to have carried about with him or her one or more of the sacred stones, called by the Arunta natives Churinga, and each Churinga is intimately associated with the spirit past of some individual. Wherever these ancestors originated, stayed, and camped during their wanderings or died, a certain number of them went into the ground, "each one carrying his Churinga. His body died, but some natural features, such as a tree or rock, arose to mark the place, while his spirit part remained in the Churinga." At the same time, many of the Churinga, equally associated with spirit individuals, were placed in the ground, some natural object marking the spot. Accordingly, the entire country is dotted over with local totem centres, each spot well known to the old men, who pass on their knowledge, one locality being connected with wild-cat spirit individuals, another with emu, a third with frog, and so on. The Churinga, and their equivalents in other tribes, are the most sacred possessions of the tribe, carefully deposited in some secure hiding-place, only known to the initiated, and near which the women may not go.

In aboriginal ideas conception is not the result of natural generation, but of spiritual possession. A child spirit selects the parent, through whose agency it desires to be re-born. A woman recognizes the "locality" in which this transaction took place, and the totem of the infant is fixed accordingly. Thus, an emu woman, visiting Alice Springs, where there is a large witchetty grub totem centre, ascertained while there that she would become a mother, and hence the child was born a witchetty grub.

It has been already mentioned that the totemic system is not uniform throughout Australia, but in the tribes where the traditions, ideas, and customs prevail, or those which denote the same or a similar origin, the root of the whole is the doctrine of re-incarnation, which is thus maintained in a

vital and operative condition. In rare cases it may be that an individual is regarded as the living re-embodiment of a particular Alcheringa ancestor. A lizard man, living at Alice Springs, is said by Messrs. Spencer and Gillen to be a



Photo supplied by C. E. Taplin.

case in point. The entire subject is a revelation of wide spaces of unsuspected myth, mystery, and romance in the native mind, reduced to system, and consecrated by practices, the moral and meaning of which are jealously conserved.

rites and ceremonies.

The imagination of an aboriginal being filled with myth and mystery, fed by tradition, and made vivid by his belief in sorcery and magic, his observance of ceremonial acts is easily accounted for. Most of these cere-

monist, perhaps, only knew or cared that the blacks were holding a corroboree, and enquired no further. The extent to which curious and strange rites were practised, and formed the real reason for the unusual gathering, probably escaped attention.

Some idea of these quaint and secret proceedings, of course, filtered out, and many writers have referred to them with more or less accuracy, the result being to prove that they were once very general. The decaying of the race where European settlement has occupied the country has had its inevitable effect; but in the interior, where there is as yet comparatively little contact with civilization, the old customs are retained. Fragments of information with regard to South Australian blacks and their esoteric celebrations have been gathered up from the days of Mr. E. J. Eyre, the explorer, who at one time held the appointment of Protector of Aborigines. Mr. Taplin gives some account of them in his description of the Narrinyeri, or Murray and Lake Alexandra tribes. Many years ago Mr. Samuel Gason, of the Police Department, who resided for nine years in the Far North, published a pamphlet on the Dieri tribe, in which a number of them were referred to. The tract of country inhabited by the Dieri is nearly 700 miles distant from that occupied by the Narrinyeri, and yet in both the totemic systems, the initiatory rites, and other customs show a remarkable degree of correspondence with each other.

In such matters extensive local modifications are almost a necessity of the case, but a fairly complete and absolutely authentic representation of the ceremonial observances in a part of Australia where geographical isolation still prevails may be taken as typical of the customs of the race from time immemorial, and is, therefore, of great and suggestive interest. Such

a representation has been made by Messrs. Spencer and Gillen, who were in exceptionally favourable circumstances for the purpose of their investigation. Professor Spencer, who held the position of Professor of Biology in the University of Melbourne, was familiar



Photo supplied by C. E. Taplin.

monies are performed under conditions of more or less secrecy, and carefully concealed from the observation of improper persons; hence, until a comparatively recent period, there was no general and accurate knowledge of their character and significance. The average

with the literature of the subject; and Mr. Gillen, who had resided for the greater part of twenty years in Central Australia, was Sub-Protector of Aborigines at Alice Springs prior to their first expedition. They were on excellent terms with the natives, obtained much information, and secured many photographs. On their second expedition they had all the advantages of the former visit, took up the work at the points where further enquiry seemed promising, and by the aid of both camera and phonograph permanently rescued from oblivion what, perhaps, a short time hence may be sought in vain.

The explanation of how it came to pass that they were enabled to see, and even to photograph, ceremonies of which all knowledge is carefully kept hidden from any but initiated members of the tribe, is given by themselves. To them all secrets were open, for, in addition to the long residence, official position, and friendly relations of the one, both of them were regarded as fully-initiated members of the large and important Arunta tribe. This was their passport everywhere. As an instance of its value, they mention that, on coming into contact with a strange tribe, 200 miles away from their last halting-place, they were surprised to find that the natives knew all about them. Their late hosts, unknown to them, had sent on two men "to tell the strangers that we were friends, and that they were to show and tell us everything without fear."

These gentlemen separate the aboriginal ceremonies into two sharply-divided groups. "The one series comprises those which may be witnessed and perhaps taken part in by women, and even children; the other includes those which only initiated men may take part in. The great majority of the latter are connected with the totems, and refer to episodes in the life of totemic ancestors. Ceremonies such as these (they say) are met with in all of the tribes studied by us. It is astonishing how large a part of a native's life is occupied with the performance of these ceremonies, the enacting of which extends sometimes over the whole of two or three months, during which time one or more will be performed daily. They are often, though by no means always, associated with the performance of the ceremonies attendant upon the initiation of young men, or are concerned with Tutichuma (or the increase of the material object represented by the totem), and so far as general features are concerned there is a wonderful agreement amongst them in all of the central and northern tribes."

These ceremonies of both classes are so diverse that no mere generalization of them is possible. Sometimes there are only two or three performers, and at others a considerable number. They have to do with tribal customs, and with the supply of the necessities of life. Rain-making, the increase of certain kinds of animals or reptiles for food, and of plants, are included; but, strangely enough, so also is the increase of undeniable pests.

As might be expected, crudeness is a common characteristic. There is a liberal use of decoration, or what may pass by that name, though the term disfigurement would be equally appropriate. On some occasions the ceremonial ground is carefully prepared, so that the proceedings may not be witnessed by unauthorized persons. There are ground drawings of a conventional pattern, and other arrangements, such as bush shelters. Very often the performers are painted with fearful and wonderful designs, and bedizened in a fashion that aims to be impressive, and is at least hideous. Antics of amazing extravagance are indulged in, when some animal, such as a kangaroo-rat, has to be represented; and objects of many kinds are also symbolized and dealt with. Some curious ceremonies are apparently associated with the cessation of cannibalism in certain tribes, and possibly commemorate a reformatory movement in that particular. Dancing, and what passes for singing, enter very largely into the ritual. Sometimes a single individual is the performer, but generally a number of women, or a number of men, furnish this part of the exercises. Feasting, however, in the common acceptance of the term, is by no means a conspicuous feature.

It is, of course, impossible to enter into details of these ceremonies here, especially those relating to the surgical operations attending initiation; but the foregoing references will indicate how large a part tradition, myth, and superstition play in the aboriginal life. The supernatural evidently wields a powerful and even controlling influence, so far as it extends.

While the aboriginal ritual is copious and elaborate, it is also crude and savage. The ceremonies are preformed "by naked, howling savages, who have no idea of permanent abodes, no clothing, no knowledge of any implements save those fashioned out of wood, bone, and stone, no idea whatever of the cultivation of crops, or the laying in of a food supply to tide over hard times, no word for any number beyond three, and no belief in anything like a supreme being. Apart from the simple but often decorative nature of the designs drawn on the bodies of the performers, or on the ground during the performance of ceremonies, the latter are crude in the extreme. It is one thing to read of these ceremonies; it is quite another thing to see them prepared and performed. A number of naked savages assemble on the ceremonial-ground. They bring with them a supply of down plucked from birds which they have killed with boomerangs, or gathered from plants, and this down they grind on flat stones, mixing it with pipeclay or red ochre. Then, drawing blood from their own veins, they smear it over their bodies, and use it as a gum, so that they can outline designs in white and red. While this is in progress they are chanting songs, of which they do not know the meaning; and when all is ready and the performers are decorated, a

group of men stand on the inside of the ceremonial-ground, the decorated men perform a series of more or less grotesque evolutions, and all is over." A description is likely to create an impression of higher culture than is warranted. The ceremonies, though very numerous, are individually simple and often crude. It is only their number that causes them to appear highly developed.

WHENCE AND WHEN.

It is practically certain that the earliest inhabitants of Australia came from the north. In the course of ages they reached its southern limit, in what is now the island of Tasmania. By how great a space of time they antedated the Diprotodon, who shall say!

A second migration followed, at how wide an interval is matter of pure conjecture, but the newcomers were a degree higher in culture. The Tasmanian has disappeared, and cannot be interrogated; but he was of a lower order than the Australian black, having no weapons but the waddy and spear, and only stone implements. The spear-thrower, shield, and boomerang denote a higher stage of intelligence.

This wave of immigration was arrested by the Southern Ocean, and cut off by the formation of the straits on the north. Thenceforth intercourse with the outside world was infrequent, and almost complete isolation prevailed. Three lines of movement are believed to be traceable—one down the eastern coast, another following the rivers generally south-westward, and a third down the centre of the continent. The second and third of these seem to have come into contact near Lake Eyre.

Hidebound by precedent, superstitions, and secretiveness, the Australian native has managed to conceal his own inner life and that of his race so successfully that an explorer of repute, so recently as 1888, described him as a man with an unknown history, having neither traditions nor customs that tell us anything of the past. Yet, amid the confusion of tongues and dialects, words of similar sound and meaning are often found in places several hundreds of miles apart in distinct tribes wherein the rest of the language is altogether different. The physique differs so little that "the Australian native is unmistakable wherever you meet him—north, south, east, or west."

These suggestions of a common ancestry are strengthened by the prevalence of similar fundamental ideas everywhere, which lie at the root of tribal and social organizations, and furnish the bases for rites and ceremonies. At the same time, the divergencies of language, the splitting of nations into tribes, the formation of groups, and the variations in both belief and custom, all indicate that the present aboriginal inhabitants of Australia have descended in a very long series of generations from an extremely remote and prehistoric past.

"The old ancestors," to quote Messrs. Spencer and Gillen, "when they came into the country brought with them a series of customs and beliefs, which were destined to undergo modification in various ways, as the migratory hordes wandered further and further away from the original part at which they entered the continent." An instance of change is the practice of knocking out a tooth during the initiation ceremony, which has been maintained along the eastern line of migration, whereas in others only its vestiges remain. A curious fact is that changes, when introduced, always work from north to south, and never *vice versa*, apparently following the ancient line.

It is practically certain that the multiplied ceremonies which now exist were not originally introduced in their present form, and that numbers of them have been developed on the lines of early tradition, but with gradual divergence. When the central area was receiving its population, and while customs and beliefs were undergoing development, there could not have been such tribal isolation as prevails now. The fundamental agreements as to important points indicate clearly that there was easy and frequent inter-communication over what are now long stretches of impassable country; probably there was a more abundant food supply and a much larger population.

This stage is supposed to have begun prior to the desiccation of the central area, when there was a copious rainfall, rich vegetation, great rivers flowing into Lake Eyre, and the country teemed with animal life. These conditions were favourable to homogeneity in the people; but as the result of climatic changes and their consequences divisions took place, and were followed by subdivisions. "With this gradual segregation, which really consisted of a drawing in towards certain centres, where, in time of drought, physical conditions were more favourable than elsewhere, inter-communication between the various groups became less and less frequent on anything like an extensive scale, and thus in time the various dialects arose. While words can become modified and changed with more or less ease in savage tribes, it is quite otherwise in the case of customs and beliefs, more especially those associated with sacred matters. When once they have become settled, then they are, of all things amongst savage people, the least liable to change." This uniformity underlying diversity is seen in the beliefs concerning totemic ancestors, and the manner in which they find outward expression; which could not have been brought about at a later period. Such uniformity would be impossible to introduce at present, and it indicates the facility of intercourse in far-away times.

Taking the aboriginal as he is, his low mental calibre, the absence in his language of any separate term for a number higher than three, it is somewhat of a surprise to find that he belongs to a systematic

organization; that in his tribe there is a complicated relationship of every individual to every other individual; and that, for the preservation of these ancient and, to him, sacred matters, there is a rigid and intricate ritual. He may not be a survival of the primeval man; but it is not unreasonable to believe that his history began at a time the remoteness of which is unguessed.

PROMINENT CHARACTERISTICS.

Physical.

Though the Australian aboriginal may be interesting from several points of view, he is anything but attractive. The babies are born copper-coloured, and as they grow the tint deepens, until it reaches a dark chocolate-brown. The term black is purely conventional, as anyone may see who will take the trouble. Infants are commonly nursed by their mothers for an inordinately long period, and the children are usually chubby. Boys and girls grow up lithe and active, but at a very early period they are disfigured. The hair is commonly long, matted, and abominably filthy. The figure may be well proportioned and well nourished, but when it is gashed with cruel scars, one or more teeth are knocked out, and over a wide mouth and squat nose the elf-locks band in dirty disorder, the picture is utterly spoiled.

Whatever claims to good looks a young fellow may have soon pass away in the rough life he lives; but the woman fares worse than the man. Before she is out of her teens a woman shows the effect of the treatment to which she is subjected. She is the drudge, the burden-bearer, and the slave of her lord and master. At twenty-five she is positively ugly, and later on becomes too hideous to describe. A middle-aged or elderly black man, who is robust and well-nourished, may be upright and muscular; but a woman of the same age is commonly bent, haggard, and horrible.

Having to be a hunter for his living, the aboriginal develops extraordinary keenness of perception. His tracking is well-nigh miraculous, for he can follow a footprint of an individual he has never seen before, where it is invisible to other eyes, until it leads him to the object of his quest; and he distinguishes the footmarks of all the members of his tribe. The acuteness of his hearing, the endurance with which he follows a trail, and the range of his vision are alike wonderful, showing the effects of heredity, and adaptation to environment.

Mental.

The intellectual side of the native character must be pronounced low, narrow, and undeveloped. In certain directions the faculty of memory has been cultivated assiduously, but the reasoning powers move in an extremely limited circle. Proof of this is furnished by the habitual improvidence that takes no thought for

the morrow, and the apparent inability to connect cause with effect. In many parts of the continent the conditions are such that the struggle for existence may be regarded as absorbing; but this is not the case everywhere. There are extensive areas, where the food supply is abundant, and no pressure is felt on that score; but the dwellings are just as temporary, the clothing as scanty, the ornamentation as crude, and the general standard as low as anywhere else. The advent of the white man did not rouse ambition to share in his advantages, though the lower nature responded to the temptation of seeking ruinous gratification by indulging in his vices. Proofs of intelligence have been sufficiently numerous to demonstrate a capability of improvement; but even in this respect the net results of much well-intentioned, patient, and zealous effort have been sorely disappointing all along the line. There are sanguine friends of the natives who believe that, given time, opportunity, and favourable conditions, the possibilities in them might become actualities; but more than one generation would be required for the process. The effect of ages of stagnation and disuse cannot be speedily overcome, and faculties, which seem to be atrophied, restored to vitality and vigour. So far as this is an explanation of the present condition, it does not render the outlook encouraging or promising.

Moral.

The morality of Australian aborigines ought not to be gauged by a European standard. If it be fair to apply as a test of moral conduct the extent to which it is in obedience to the highest known law, something of the same kind should be done when character is under consideration. This appears to have been frequently overlooked, with the result that exceedingly different impressions have been formed, and opinions expressed. Sufficient allowance has not always been made for the effects of heredity and environment, the constraint of social customs, the authority of tribal law, and the power of temptation over weak natures perhaps acting as strong provocations to evil passions. When comparison is made with other savage races, it is generally acknowledged that the Australian natives have their good points. There is no trace of any such deadly animosity between the tribes as obtained among the Indians of North America. They were never, so far as can be gathered, addicted to warlike practices like the Maories of New Zealand; nor is there any evidence of such barbarous cruelty as prevailed in many island groups of Polynesia. On the contrary, despite occasional quarrels, they seem to have lived at peace among themselves. Their mutual intercourse is ordinarily good-tempered, and a stranger, especially if he be a messenger, is sure of hospitable treatment.

The average white man is liable to disregard, or to consider trivial, the black man's scruples, rules, or laws, with which he is unfamiliar, and hence to be

betrayed into needlessly severe criticism. Mr. Taplin says he has no doubt that many men have been punished for doing what they had been instructed to do by the "tendi," or council. In the Far North a police party was in charge of a number of natives of both sexes, and the men objected to the lubras going through a certain gap in the range. They had walked twenty-five miles, and to go round would have meant a climb of 500 feet up a rocky hillside. The troopers insisted. They described the men as cruel and unfeeling to the women; but were, in fact, themselves compelling the latter to perpetrate what to the native mind was an act of sacrilege, for the gap was a totem centre, and in it were drawings, from the sight of which women are as rigidly tabooed as Christians are from the black stone at Mecca. These instances will serve to illustrate the necessity of caution when framing a general estimate.

his perilous exploration of the West Coast; the attack on the Barrow's Creek Telegraph Station, when Stapledon and Franks were speared, which are only specimen cases of outrages that might be counted by the hundred.

On the other hand it would be idle and foolish to deny that the white man has confessedly been the aggressor in innumerable instances, thereby provoking reprisals. To this must be added the fact that he is the invader, and, in a sense, the despoiler of the tribes by occupying their territory, and that in his carelessness he has continually provoked hostility by trampling their laws and customs under his feet in his onward march.

That the blacks are not all bad, even Mr. Gason testifies, for he says:—"However paradoxical it may appear, they possess in an eminent degree the three great virtues of hospitality, reverence to old age, and love for their parents and children. Should any stran-



Photos supplied by C. E. Taplin.

Writing of the Central Australians, Mr. Samuel Gason says:—"A more treacherous race I do not believe exists. They imbibe treachery in infancy, and practise it until death, and see no wrong in it. Gratitude is to them an unknown quantity. . . . Even among themselves, for a mere trifle, they would take the life of their dearest friend. . . . They will smile and laugh in your face, and next moment, if opportunity offers, kill you without remorse. Kindness they construe into fear. . . . They seem to take a delight in lying, and see no harm in it."

The recorded instances of treachery, ferocity, and ingratitude would make a gruesome volume if compiled. Witness the slaying of Captain Barker at the Murray Mouth; the massacre of the crew and passengers of the "Maria" near Lacepede Bay; the murder of E. J. Eyre's companion, and the theft of stores during

ger arrive at their camp, food is immediately set before him." This side of the native character constantly appears in the descriptions by Messrs. Spencer and Gillen. Ingratitude and inability to form attachments are commented upon by Mr. Willshire and others, yet many explorers have recorded the fidelity of native servants, and some go so far as to say that they always behave well when well treated.

Evidently the truth lies between the two extremes. Sometimes, and in some localities, the aborigines are cunning, cruel, bloodthirsty, and even cannibalistic. At others, as on the Adelaide plains, they were harmless, inoffensive, and only dangerous when provoked to anger or made mad with drink. Ignorant, shallow, and governed mostly by appetite, nothing more could be expected. Industry and thrift are to them unknown qualities. Chastity, in the European sense, has no

significance for them. Almost the same may be said of honesty and truth. Hence the improvement of the race by those who have addressed themselves to that particular work has proved to be a most formidable and discouraging task.

ARTS, MANUFACTURES, ETC.

Considering the low intellectual condition of the Australian native, it is somewhat surprising that he has any artistic faculty at all. There are, however, three principal directions in which this faculty has found expression—rock-drawings and paintings, the decoration of weapons, and personal adornment.

Rock-drawings are found in different places almost all over the continent. Some of them are in caves, where they have been protected from the weather, and are evidently of remote antiquity, while their meaning has occasioned much speculation. In general it is considered remarkable that they have so little to do with natural objects. Drawings of plants are rare, and those of animals only a little more common—wavy lines, circles, and spirals being much more general. The colours are usually red, yellow, white, and black, obtained from red and yellow ochre, pipeclay, and charcoal. The designs are often bold though simple, and show at least a germ of artistic feeling.

The ornamentation of weapons generally consists of incised lines, but sometimes of designs in coloured material, while both are occasionally used in combination. Boomerangs, spear-heads, waddies, nullah-nullahs, and shields are thus decorated in a manner that displays much variety, extreme care, and, considering the tools that are used, almost infinite patience. Ceremonial objects that are used in the performance of the customary rites are often ornamented with surprising elaborateness and neatness of finish.

Personal adornment plays a very important part in the ceremonies connected with the totemic system and other observances, but is usually crude, glaring, and, in its effect, repulsive. Tattooing, of a kind, is also practised, and the scars borne by both men and women are suggestive of cruelties perpetrated or endured for the sake of being in the fashion.

The manufactures of the natives are almost exclusively limited to the implements and weapons required for daily use, hunting, or warfare. Considerable ingenuity was manifested in contriving the tools which were employed prior to the arrival of the white man on the scene. The stone articles consisted of adzes, knives, picks, tomahawks, and spears. In some tribes flat stones which could be chipped to a sharp edge and suitable shape were used, and in others the stone was ground also as required. Knife-blades were occasionally fitted to wooden handles, and stone heads fitted with withes, for which purpose, and also for fixing spear-heads to shafts, resin from porcupine-grass was used. With these rough

appliances spears of almost endless variety and formidable deadliness, boomerangs fashioned with nicest balance, waddies, clubs of many kinds, shields, and other articles were fashioned. But the stone age is past, and even where the white man has not penetrated, iron, if only a scrap of a rusty hoop, has taken its place.

The implements in common use include yam-sticks, used for digging, hardwood spades, nets, bags, and baskets woven from such materials as human hair, the fur of the opossum, rushes, a kind of grass, the inner bark of the melaleuca, and from other pliant boughs. The native bags and baskets are woven with considerable skill, and in some cases coloured grasses are introduced for ornament. Of all the domestic utensils the basket is the one which is produced in the greatest number of forms, and serves the greatest variety of purposes.

ABORIGINAL MISSIONS.

The charge is sometimes made against the colonists of South Australia that they neglected their duty to the people whom they displaced. It is said that they drove them from their hunting-grounds, thus depriving them of their means of subsistence, that the treatment of them was commonly harsh and cruel, and that not seldom criminal outrages were perpetrated with impunity on extremely slight provocation, or perhaps no provocation at all.

Such an indictment is too sweeping, and while it cannot be denied that the contact of the two races has been stained by many individual acts of wrongdoing on both sides, it is easy to prove that the general policy of the white man, in South Australia at least, has been humane and considerate. At the very earliest period they were regarded as under the protection of British law and authority, their claim to good treatment was recognized and insisted upon from the first, the hope was cherished that they would be raised in the scale of being, and private efforts have been continued from then until now in harmony with the principles thus laid down.

It is true that public interest in the welfare of the aborigines is neither very keen nor extensive, but this is easily accounted for. The sight of a black man in the larger settlements is very rare, and "out of sight out of mind." The numbers on the mission stations are not large, and an impression prevails that the success of these institutions is only partial and limited. There is doubt as to whether the preservation of the race is in itself desirable, and a general conviction that, even if so, it is hopeless. There is nothing inspiring in a history of failure, but a certain degree of apathy is the natural result.

To assume, however, that earnest and persistent effort was wanting in the early days, that responsibility was ignored, and that defeat was accepted lightly, is to forget what is recorded in our annals. In the original

scheme of colonization the interests of the native races were safeguarded, and the matter was regarded as of so much importance that a proposal was seriously entertained for Mr. G. F. Angas to have the special duty of caring for them, as a member of the Board of Commissioners. In the proclamation issued by Governor Hindmarsh, it is significant that twice as much space was given to enforcing the duty of colonists to the native population as in dealing with their duties towards each other and the law.

As to private action on behalf of the natives, there is evidence that the religious bodies looked upon it from the beginning as a part of their work. The Methodists, for example, within twelve months of the formation of their Society, and before they had a minister of



REV. GEORGE TAPLIN.

their own, set apart a lay agent to work principally among the aborigines. When they laid the foundation-stone of their Gawler Place chapel in 1838 they discussed the question of providing a pastor for the natives, and began a fund for the purpose by raising fifteen guineas there and then. Not long afterwards a school for native children, at a place called "The Location," was established, and the appearance of the little darkies in new dresses at the tea-meeting, when the chapel was reopened, is said to have caused great interest. Within five years the minister had compiled a vocabulary of 950 words, visited the Murray to ascertain the prospects of establishing a mission there, and was so sanguine that he offered himself for the purpose.

Other workers were also in the field, and, indeed, the honour of being the pioneer in the mission-field belongs to the Lutheran Church, the Missionary Society of which, at Dresden, in 1838 sent out Messrs. C. G. Teichmann and C. W. Schurmann, under the auspices of Mr. G. F. Angas, and mainly at his expense. These gentlemen were followed, two years later, by two other missionaries from the same society, Messrs. H. A. C. Meyer and C. Klose. The missionaries wrought in harmony with the successive Protectors of Aborigines appointed by the Government, commenced school operations, and learned the language sufficiently to publish vocabularies. These instances are sufficient to prove that the early colonists, despite the initial difficulties of settlement in a new country, were not indifferent to the wants of the natives, or lacking in philanthropic efforts on their behalf.

The ill-success of the missionary efforts is commonly ascribed to the invincible restlessness of the natives, as shown by their nomadic habits. It was most disheartening to missionaries to find their schools scattered, and congregations dispersed, by seemingly aimless migration. They are not alone in their complaints. Mr. H. W. Willshire, the officer in charge of the Interior Police Patrol Party for many years, describes this rooted habit as evidence of selfishness and base ingratitude. He says:—"After a residence of seven years among them, and spending over £300 of his own money in feeding and clothing them, over and above what was allowed by the Sub-Protector of Aborigines, the writer has been deserted by all of those whom he had endeavoured to attach to him. . . . Natives of both sexes have been known to leave the police and other stations, where they were well-fed and abundantly supplied with clothing, and go to spots many miles away where food was scarce in the extreme. . . . Although both sexes were treated with the greatest kindness at the police-camp for years, they all deserted it in one night. . . . These facts are only mentioned to show how entirely destitute of any grateful feelings the aborigines now described invariably show themselves to be."

This migratory habit proved disastrous to religious and educational work, but it is probably due, not only to a wandering tendency in the aboriginal blood, but to the constraint of tribal law and social customs that are described elsewhere, the force of which was not appreciated, even if it were known.

POINT MACLEAY MISSION.

Of the three mission establishments which have maintained their existence until the present time, that at Point Macleay, on the shores of Lake Alexandrina, has the largest number of persons under its charge, and is the best-known, partly because it is the most easily accessible from Adelaide. This mission was founded in 1859 by the Rev. George Taplin, under the auspices of

the Aborigines' Friends' Society. He personally selected the site, on a peninsula formed by the lakes and the Coorong, which was a favourite resort of the natives. To this place he took his family, and there he resided for many years, endeavouring to instruct the natives, to win their confidence, to understand their language, and obtain an insight into their character. While the purpose in view was to teach them the truths of Christianity, and secure their moral elevation, the object was also to civilize them in the broadest sense of the term.

Mr. Taplin has left a lengthy account of the manners and customs which he discovered to be in existence, and also extracts from his journal, which clearly show with what diligent self-sacrifice he toiled, and the fearful disabilities and discouragements under which the work was carried on. He not only compiled a vocabulary and grammar of the Narrinyeri language, but published a few chapters from the Old and the New Testament Scriptures in that tongue. Progress in that direction was rendered unnecessary by the judicious resolution to use English, which the natives rapidly learned, and was far more useful. That this decision was wise may be judged by the following sample, which is the fourth commandment, "Remember the Sabbath day to keep it holy," etc., in Narrinyeri (Exodus xx. ch. 8 to 11 v.). One of the worst difficulties was the absence of aboriginal equivalents for certain ideas and terms. It will be seen that this necessitated the use of not only the words "Jehovah" and "Sabbath," but of such commonplaces as "six" and "seventh," "servant," and "work":—

"8. (iv.) Ngul our ityan Sabbath nungge ngul our ityan in ambe nunkowarrin.

"9. Six nungar inde el workani.

"10. Seventh nungge Sabbath wallin in ambe Jehovah mai God owe. Nowaiy inde elliu work; ngiutor, mai ngauwire, mai bame, mai korn servant, mai mimine servant, mai winda wityear, vaminuwar korn lewin kinau yirungi talau mandungai.

"11. Sig nunkungar Jehovah winmir wyyirre warre, ruwe, yarlumar, ngruwar, wunyitye, Jehovah yan Sabbath nungge, nunkowarrin il ityan."

The foregoing, if it does not account for, may reconcile anyone to the fact that there is no such thing as a Narrinyeri literature.

The Point Macleay Mission has done excellent service. It has a church which will hold 140 people, and is generally well filled; a school-house, in which is held a school under the Education Department; officers' houses, orphan-houses, about 30 cottages, and the usual farm buildings and implements. The men have learned to do wool-washing, road-making, fencing, building, carpenters and blacksmiths' work, painting, and the farming in most of its departments. The community is orderly,

and has a fair share of enjoyment in life, social and temperance meetings, entertainments, and mutual improvement classes being held with success. The stock consists of sheep, cattle, and horses, and the cultivation is similar to that of an ordinary farm in a similar locality.

POINT PIERCE MISSION.

This station is situated on Yorke Peninsula, near Port Victoria, and is managed on similar lines to that at Point Macleay. The men get employment in the neighbourhood, shearing, wheat-harvesting, and general farm work, some of them showing that they are quite able to earn their living independently of the Mission Station. The produce in a recent year included 100 tons of hay, cut from 100 acres, a yield of 16 bushels per acre from 250 acres, and 99 bales of wool. The attendance at and interest in religious services are said to be fairly satisfactory, and the only trouble reported is caused by the natives obtaining intoxicating liquor in the neighbouring towns.

KOPPERAMANNA MISSION.

It would scarcely be possible to over-praise the self-sacrificing zeal and devotion of the German missionaries, Moravian and Lutheran, who have for upwards of forty years sought to Christianize the natives in the interior. Their labours are carried on in the arid country to the east of Lake Eyre, under a blazing sun, the temperature often reaching 120 degrees in the shade. They have translated the entire New Testament into the native tongue, a feat which has never been accomplished elsewhere in Australia, and report that few of their blacks are still heathen. The congregation in their church is said to be composed of black Christians, with some of the faults, and many of the good points, of the whites. The mingled modesty and simple piety that have characterized the work all along, are well shown in the following extract from a recent report by the Rev. L. Kaibel, Chairman of the Lutheran Mission at Kilalpanina:—
"Although our efforts may have been at times faulty, and we may have shown sometimes more zeal than discretion, no one can dispute the fact that we have honestly and manfully grappled with the difficulties that beset our path, and that we have not worked quite in vain. If we cannot point, in view of the large financial outlay, to great numbers, we grant that the nomadic life of the Australian natives, and their being split up into so many tribes, have greatly hampered our labours. Death has removed many of the earlier converts, and it is evident we labour among a decaying people, whose days of existence, as a people, are numbered. Nevertheless, we are thankful to have been the means of conveying some light and love into the miserable life of an Australian black, and do not repent of the anxieties and untold worries this work has sometimes laid on our hearts."

History of South Australia.

SOUTH AUSTRALIA owes its existence to a movement which had its origin in philanthropy. The object which the movers had in view was to relieve the prevailing distress among the labouring classes in England.

While the third decade of the nineteenth century was nearing its close there was an alarming increase of poverty, due to scarcity of employment, and at the same time—perhaps as a consequence—an angry and resentful spirit was abroad, causing politicians grave anxiety. Manual labour was being displaced by machinery, and the expansion of commerce not having kept pace with the progress of manufacturing ability, there was glut and congestion on every side. Assemblies for the discussion of grievances often developed into riotous proceedings, strikes were of frequent occurrence, and were distinguished by the destruction of property and other deeds of violence.

Emigration was the remedy that suggested itself to many thoughtful persons as the best means of obtaining relief, by providing an outlet for the unemployed. How actively this was supported may be gathered from an entry made in his notebook by Mr. Robert Gouger, and dated April 29, 1830. In it he refers to his visiting an emigrant ship bound for New York, on board of which were 200 persons, who had been sent from Norfolk by their parishes. The cost was £7 per head, averaging two children to one adult. Each had received a change of clothing from the parish, and was to be given ten shillings by the captain on landing in the new world. Such terms indicate confirmed faith in the urgency of emigration on the part of both the senders and the sent.

Mr. Gouger was only one of many who were similarly impressed, but he translated his convictions into action with more energy than most. He identified himself closely with the interests of the unemployed, and studied from all points the problem their case presented. It was easy to suggest emigration, but more difficult to say where and how. Australia, of course, came into sight, but in 1829 did not recommend itself for the purpose. New South Wales had been founded as a penal settlement forty years previously, and was still under that disqualification. Van Diemen's Land, afterwards called Tasmania, was occupied in the first place by convicts and their guards, and, though it had been made independent five years previously, had not outlived the sinister reputation of its early days. A detachment of 75 persons, including soldiers and

convicts, had been dispatched from Sydney in 1826 to take possession of Western Australia; and in 1829 the settlement at Fremantle, on the Swan River, was founded. Within two years 39 emigrant ships arrived, conveying 1,125 persons; but they were not of the class for whom relief was required, being mostly well-to-do. The Government had made liberal offers of large land grants in proportion to the value of property imported, but this policy effectually barred the way to success. The value of declared imports in 1829-30 was £144,277; and as land was afterwards sold at the rate of 1s. 6d. per acre the enormous tracts that were alienated can be imagined. When a single individual acquired half a million acres near the port on such terms, other settlers had to go further afield. Nor was this the whole. When all could become owners of land so easily, none would be content to do the necessary labour of cultivating it, and unproductiveness was the inevitable result.

At this juncture Mr. Edward Gibbon Wakefield published his "Art of Colonization," in which he vigorously attacked the land-grant principle, and urged that "the exchange of land for labour was the only method of realizing a just proportion between land, labour, and capital." He contended for the sale of land at a price which should be neither too high to discourage enterprise nor so low as to encourage monopoly, and that the exclusive employment of the purchaser's money should be to promote emigration. The soundness of these theories was demonstrated by the failure of the Western Australian scheme, and illustrated by experience elsewhere. Being entirely novel, however, and contrary to the practice that had always prevailed, they were fiercely attacked, and the discussion, no doubt, rendered excellent service towards securing their final adoption.

Mr. Gouger was one of those to whom Mr. Wakefield's views came as a revelation, and, being of a sanguine temperament, he not only accepted them without reserve, but set himself to work to secure their practical application. It so happened that he was approached by one or more parties of intending emigrants, who had been attracted by the American system of selling waste land instead of dealing with it after the English plan, and sought his aid in consequence of his name being connected with every movement on behalf of emigration. Perceiving that he could render but little assistance single-handed, Mr. Gouger's first thought was to influence public opinion,

and with this object he founded an association which at first was called "The Emigration Society" and afterwards "The National Colonization Society." He accepted the arduous post of secretary, and there is evidence in his own handwriting of the diligent zeal with which he laboured in the face of discouraging lukewarmness and prejudiced opposition.

The object of the Society was not in the first instance to found a colony in South Australia, but to obtain and to diffuse information for the benefit of intending emigrants; to ascertain the most suitable localities for establishing colonies; and to explain and recommend the Wakefield system as the basis of any operations that might be entered upon. It was resolved: "That one of the earliest measures of the Society be to establish a general correspondence with the colonies, in order to ascertain in what districts the greatest demand for labour exists, and in what settlements colonists may direct their enterprise with the greatest advantage."

It will be seen that the secretary had set before him a herculean task. He succeeded in forming two or three provisional committees, and with their aid organized a crusade in many of the large centres of population. Public attention was drawn to the subject, and among the names of eminent men whose sympathetic interest was engaged were those of Mill, Malthus, Buckle, Sir Francis Burdett, and others. The Wakefield system, however, had to run the gauntlet between a storm of ridicule on the one hand and official antagonism on the other. Mr. Gouger opened correspondence with Canada and Canadian settlers, with the colonists at the Cape of Good Hope, and received from Sydney letters which clearly exposed the weaknesses of the Australian colonization system, which were published and scattered broadcast. Official obstruction, however, in the end proved too strong for Mr. Gouger. Some members of the Society withdrew their names, and with one consent they shirked the task of securing a subscribed capital. Finally, as the result of a public meeting, when the Under-Secretary of State for the Colonies was in the chair, and took the opportunity of condemning the principles which he had persistently opposed whenever their adoption was pressed on the Government, the Society was broken up.

The seed which had been sown, however, though dormant, was not dead. So much confidence in the Wakefield system had been developed that only a suitable opportunity for submitting it to the test of actual experiment was required, and such an opportunity was close at hand.

WHY SOUTHERN AUSTRALIA WAS FIXED UPON.

In 1831 news of Captain Sturt's exploratory voyage down the Murray reached England, and his report of the country he saw, which was accompanied by an

account of the explorations and discoveries of Captain Barker and Mr. Kent, focussed attention on the south coast of Australia. Captain Sturt wrote:—"A spot has at length been found on the south coast of New Holland to which the colonist might venture with every prospect of success, and in whose valleys the exile might hope to build for himself and for his family a peaceful and prosperous home. All who have ever landed upon the eastern shore of St. Vincent's Gulf agree as to the richness of its soil and the abundance of its pastures." The colonization project was forthwith revived, and thenceforth it had a definite objective.

The first attempt to establish a colony in South Australia resulted in a complete failure. It was initiated by a party of intending emigrants, who sought the aid of Mr. Gouger. A scheme was prepared which he, with Colonel Torrens and others, laid before the Government. It met with the qualified approval of Lord Howick, the Under-Secretary, but Lord Goderich, the Secretary of State for the Colonies, raised insuperable objections. After dragging their wearisome course for two years, the negotiations were finally broken off, and the emigrants took their departure to America instead of Australia. The struggle with official conservatism bore fruit in the practical adoption of the Wakefield principle in a modified form. Colonel Torrens recorded that to Lord Howick belonged the honour 'of having been the first to give practical operation to the principle of selling the colonial lands at the disposal of the Crown, and of employing the proceeds of the sale in conveying voluntary emigrants to the colonies.'

Undaunted by rebuffs, Mr. Gouger and his associates in the early summer of 1833 returned to the charge with a renewed attempt to found a colony in South Australia, but their geographical knowledge must have been singularly limited, for the selected site was at Port Lincoln. The central idea of this project was to create a Joint Stock Land Company; but it was crude, unpractical, and the conditions imposed by the Colonial Office rendered its execution impossible.

Failure has its uses, and in this instance it taught valuable lessons. Abandoning the joint-stock idea early in 1834, a numerous and influential body of men formed themselves into what was called the South Australian Association, with Robert Gouger as secretary, launched its prospectus, and submitted a carefully-prepared charter to the Government. In this organization Mr. George Grote, the historian of Greece, was associated with Mr. Gouger as treasurer; and most appropriately parallel streets, which run side by side in the City of Adelaide, bear their names. Though numerous hindrances had to be overcome and many vexatious delays to be endured, the work that was begun by the Provisional Committee was never relinquished, and was ultimately crowned with success.

There was, in the first place, lengthened discussion in the usually dilatory form of official correspondence. The first critical question was whether the proposed settlement should be a "chartered" or a "Crown" colony, the one being an example of delegated authority, and the other of the central authority exercised by the Crown through its appointed agents. It was soon perceived that there was little, if any, prospect that consent would be given to the foundation of a chartered colony, even though the instrument had been revised in order to comply with suggestions from the Colonial Office. Thereupon a resolution was passed to the effect that if an Act of Parliament were ob-

With the sanction and approval of the Colonial Secretary, the measure was introduced in the House of Commons by Mr. W. W. Whitmore, the Chairman of Provisional Committee of the Association, and passed the third reading without serious hindrance. In the House of Lords the Bill was taken charge of by the Marquis of Normanby. It was most cordially supported by the Duke of Wellington, who declared himself deeply interested in the new colonization experiment, which he hoped would have a fair trial. His advocacy at a critical juncture was considered so valuable that Mr. Wakefield was very anxious for the capital to bear his name as a graceful and permanent memorial



C. E. Stamp, Artist.

EARLY VIEWS OF ADELAIDE.

tained for the founding of a Crown colony, on the Wakefield principle as to the disposal of land, and with provision for good government, the Association would continue its existence as a temporary and unofficial agency for promoting the success of the enterprise.

Concessions having thus been made on both sides, a fairly satisfactory basis was reached, when a fresh cause of delay occurred through a change in the administration of the Colonial Office. The new Secretary, Mr. Spring Rice, however, did not impose any prohibitive conditions, took up the matter energetically, and undertook to assist in the passing of a Bill on the lines of the rough draft submitted by Mr. Gouger.

of his services. Though this was not agreed to, because the King wanted his Consort to have the honour, the recommendation of the Iron Duke that Colonel Light should be the first Surveyor-General of the colony was acted upon, to the very great public advantage.

The South Australian Act received the Royal assent on August 15, 1834, and the preliminary stage may be considered as ended by that formality. There were unforeseen troubles to be encountered in launching the scheme for which legislative sanction had been obtained with so much difficulty, and they were about to begin.

THE GROUND PLAN.

The Act of Parliament that had been obtained with so much difficulty may be regarded as the ground-plan of the edifice that was to be erected. In general, it embodied the principles enunciated in the prospectus of the South Australian Association, and so far it was a victory won by the energy and perseverance of the gentlemen who had laboured so assiduously and so long. There were, however, some modifications, and one stipulation in particular afterwards caused great embarrassment, even threatening to wreck the entire enterprise. The Commissioners were empowered to borrow £50,000 for emigration, until the sale of land enabled them to pay the passages of emigrants. They were also empowered to raise £200,000 on bonds to defray the cost of founding the colony, the loan to be a charge on future revenue. It was, however, distinctly provided that no part of the cost of either initiating or executing the project should be borne by the mother country, and as an efficient safeguard the Commissioners were restricted from commencing operations until land to the value of £35,000 had been sold and £20,000 of the loan invested in Exchequer bills.

On the whole, therefore, though the promoters had got what they had contended for in the matter of land management, it had been accompanied by several hampering conditions. The one outstanding novelty was the provision for the sale of all waste lands at a uniform price, except as determined by public competition, and the application of the proceeds to the purposes of immigration. In other respects, though some of the features of a chartered colony were retained, the conservative jealousy for the authority of the Crown was clearly indicated. The chief distinction between the administration of South Australia and that of a Crown colony was in the delegation of absolute power and authority to a Board of Commissioners.

The leading features of the Act of Parliament are thus summarized by Mr. Edwin Hodder:—"The whole of the territory within the prescribed limits was to be open to settlement by British subjects; it was not to be subject to the laws of other colonies, but only to those expressly enacted for itself; in no case were convicted felons to be landed on its shores; all public lands were to be open for purchase for cash, the minimum price for such lands being 12s. per acre; the sale of such lands to be under the management of a Board of Commissioners, empowered to give a title in fee-simple to each purchaser; the whole of the money derived from the sale of waste lands to be employed in conveying labourers, natives of Great Britain and Ireland, to the colony; the labourers so conveyed to be an equal number of both sexes, preference being given to young married people without children, so that purchasers of land might obtain labour for its cultivation; the affairs of the colony to be regulated by the Com-

missioners, until a certain population was reached, at which time a representative assembly should be entrusted with the duties of government, upon the condition that it undertook to discharge any existing colonial debt."

Among the noteworthy points in the Act are the following. It contained the germ of the "White Australia" principle, the evolution of which in later years has caused so much criticism, for the land was only to be open to British subjects, and the benefits of the Land Fund were strictly limited to emigrants who were natives of Great Britain and Ireland. The settlement of population was to be so regulated as to secure the establishment of communities. To secure this object the land was to be surveyed and sold in small sections of eighty acres, and the sales were to be by public auction in order to minimise the risk and consequent evils of large monopolies. The curse of convictism was effectually guarded against, clause 22 providing: "That no person or persons convicted in any Court of Justice in Great Britain or Ireland, or elsewhere, shall, at any time, or under any circumstances, be transported as a convict to any place within the limits hereinbefore described." Family emigration was encouraged, one clause providing that: "No person having a husband or wife, or a child or children, shall, by means of the Emigration Fund, obtain a passage to the colony, unless the husband or wife, or child or children, of such poor person shall be conveyed thither."

In this connection it is interesting to observe that the enthusiastic confidence which sustained the zeal of the promoters was unabated after their theories had been subjected to the test of actual experiment. Writing in 1839, Mr. John Stephens, who was one of the first colonists, said:—"In the old colonies vast tracts of land were granted to favourites. In South Australia no land whatever is granted on any other terms than the payment of a fixed price per acre. In the old colonies there has always been a deficiency of labourers, and, if capitalists imported them, land was so cheap that they immediately ceased to work for hire, and without adequate capital began to be farmers on their own account, the result of which was that the largest possible quantity of land was cultivated in the worst possible manner. But in South Australia a remedy, at once simple and effective, has been provided, the whole net proceeds of the sales of land being appropriated to give a free passage to young and industrious emigrants of both sexes, by which means the capitalist will be ensured an abundant supply of labour. . . . Here, then, is the first attempt in the history of colonization to plant a colony on correct principles—to ensure to the labourer employment and to the capitalist an ample supply of labour."

Looking at the situation from an entirely different standpoint—that of the British statesman—a

few years later, Colonel Torrens, referring to the new method of colonization, said in the course of a speech in the House of Commons: "I am not merely prepared to show that emigration would cost less than maintaining paupers in their parishes at home, and would thus prove a measure of permanent economy and retrenchment; I am prepared to go much further than this. I am prepared to prove, both theoretically and practically, that emigration may be so conducted as to replace with interest the whole of the expenditure incurred in effecting it, and to aid the finances of the country by opening new and not inconsiderable sources of direct public revenue."

THE SOUTH AUSTRALIAN ASSOCIATION AT WORK.

The genuinely public spirit by which the promoters of the South Australian Association were animated found expression in many ways. Meetings were held in various parts of the country, in order to diffuse information and arouse interest. At these meetings the colonization scheme was expounded as an excellent business proposition, and at the same time the speeches showed the philanthropic sentiments of its advocates. Discussion was permitted, and, on some occasions at least, a considerable amount of enthusiasm was evoked.

Details of public meetings that were held more than seventy years ago are necessarily rare, but fortunately a full report of one of these meetings—probably the most important and influential of them all—has been preserved, and it illustrates all the points that have been named. The meeting was held at Exeter Hall—the great work-centre of innumerable beneficent enterprises—on June 30, 1834, and fully reported in the *Morning Chronicle*, then a leading London daily, on the following morning. It began at 12 o'clock noon; the audience is said to have numbered 2,500, and among the gentlemen on the platform there were fifteen members of the House of Commons. On the motion of Mr. Grote, the future historian of Greece, Mr. W. Woolryche Whitmore, who had charge of the Bill then before Parliament, was voted to the chair.

The Chairman's address had evidently been carefully prepared, and was a closely connected argument. Mr. Whitmore urged that there was a manifest necessity for extending the system of colonization, as shown by the stream of emigrants, which had reached 50,000 in the previous year, and had risen to 100,000 within a recent period, and the continued pressure on all classes that was still being experienced. He then dwelt on the importance of proceeding on sound principles, so as to ensure permanent success, by bringing all classes into connection with the project, and making capital and labour mutually serviceable. Passing from abstract generalizations to the particular plan in view, Mr. Whitmore claimed that Australia offered a most promising

field for the enterprise, and that the plan of colonization agreed with the antecedent requirements. A prosperous community must have a moral and religious basis, and its best interests would be secured through the operation of the voluntary principle. He closed by strongly repudiating on the part of the promoters any expectation of receiving pecuniary benefit or advantage from their patronizing the proposals in any way.

The first resolution submitted to the meeting was of a general and declaratory nature. It merely affirmed the desirability of promoting systematic colonization. Mr. George Grote, the mover, based his arguments on the ability of England to undertake such an enterprise, the quality of the Englishmen in whose hands would be placed the duty of carrying it out, and the attractiveness of the locality that had been selected as a field for emigration. He carefully pointed out that the country was not represented as an El Dorado, but as one that invited occupation, the land being rich, fertile, and practically inexhaustible in extent. Mr. Clay, M.P., who seconded the motion, dwelt principally on the redundant wealth of England, and the redundant labour which required an outlet.

Before the Chairman could put the resolution to the meeting, two persons rose in the body of the hall to ask questions. One of these was a Mr. Goode, of Kettering, and as there seemed a probability of somewhat lengthened discussion, it was agreed that any questions, and the voting, should wait until all the speeches had been delivered and the series of resolutions had been moved.

Colonel Torrens moved the second resolution, which embodied the idea of combining labour and capital in the colonization plan as a vital principle of the scheme. In support of his contention that this was too generally overlooked, he rapidly traced the history of British colonization, from the founding of Virginia, in the reign of Queen Elizabeth, to the establishment of Western Australia. He showed how Spain attempted to effect the necessary combination in its colonial empire by making slaves of the aborigines, and the eventual decay which followed. Colonel Torrens then explained the Wakefield plan, showing how it agreed with natural pre-requisites for success, and avoided the errors that, in other cases, had led to costly failure.

The motion having been briefly seconded by Mr. Guest, Mr. Hutt moved the third resolution, to the effect that waste land should be regarded as public land, and sold on a uniform, permanent, and impartial system. His speech followed generally the line taken by Colonel Torrens, but, while using similar arguments, other instances were adduced by way of illustration. Captain Gowan seconded the motion in a stirring speech, in which he dwelt on the difficulties and privations too often endured by artisans and labourers, and contrasted their position with the prospects of greater prosperity abroad.

The fourth resolution declared that the fund created by the sale of land should be used for the purpose

of providing for free immigration, and was moved by Mr. Poulett Scrope. He urged that the increasing population of Great Britain demanded an outlet of the kind proposed, and also made use of the argument that the value of land is increased by labour being placed upon it. The seconder of the motion—Mr. Wilkes—took the opportunity of referring to other features of the colonization scheme which had not previously been mentioned. He made a powerful appeal on behalf of the voluntary principle as applied to religion. The new land was to be one where there would be neither tithes nor church rates. If there were to be direct taxation at all, he said, it should be on behalf of education, and the benignant effects of religious freedom and education were energetically portrayed.

The next speaker was Mr. R. D. Hanson, who was then recognized as a young man of great ability and brilliant promise, but no one dreamed that he was destined to have a more intimate connection with South Australia than any other gentleman on the platform: to make it his home, and become its Premier, Chief Justice, and Acting-Governor. His resolution specifically named the place where the principles advocated by the previous speakers were to be reduced to practice, and he devoted himself chiefly to justifying the wisdom of the choice. He entered into a description of the country so far as it was known, giving an account of Sturt's voyage down the Murray, and Flinders' report on Kangaroo Island. He was followed by Mr. R. Owen, who referred to the fisheries that were to be established, and the harbours that had been discovered, especially Port Lincoln and Nepean Bay. The resolution was supported by Mr. Hill, who expounded in some detail the principles on which the Association laid stress, such as the perfect freedom of the colony from the drawback of convictism, the method of conducting land sales, so as to render jobbery impossible, and the provision for self-government when the population reached the number of 50,000. Mr. D. Wakefield, who had drafted the Bill which was then before Parliament, also spoke, and remarked that the intention had been to establish self-government from the very first, but to this the Colonial Office would not consent. He spoke of the modifications which had to be made in the course of the negotiations with the Government, and gave other interesting details.

This resolution closed what might be termed the business part of the programme, and the last was a vote of thanks to Mr. Spring Rice for his assistance in promoting the objects of the Association, which was proposed by Sir William Molesworth, and seconded by Mr. Walbrooke Childers.

Up to this point the agenda of the meeting, which was framed in orderly, if somewhat stilted, fashion, had been carried through without alteration. The five resolutions were related and progressive, asserting (1) That colonization should be extended; (2) That it should

be on a systematic and scientific plan; (3) That land should be sold instead of being given away; (4) That the fund thus created should be applied for immigration; and (5) that an ultimately self-governing community founded on these principles should be formed in South Australia. Fourteen speakers, besides the Chairman, had delivered themselves of carefully-prepared speeches, and incidentally filled in most of the details of the plan. The audience must have been deeply interested to endure such a stream of oratory, and the speakers in downright earnest, or they could not have held the attention of their hearers.

At this point, however, there came an unrehearsed interlude. The Mr. Thomas Goode, of Kettering, who had previously asked a question, came to the platform and made an obviously impromptu speech. He said he was a member of the producing classes, complimented the Association on its efforts, expressed approval of many features of the plan, and thought it ought to be tried at home. As it was, the land-owners got their tenants and labourers to improve their properties, and then raised the rents. As Mr. Goode was becoming irrelevant there was much interruption, which he took good-temperedly. He mentioned that he had twenty children, and if he went to Australia would take two of them. He understood all branches of agriculture and stock-raising, and closed by saying, "If the colony wants such men as me I am the man to go."

From this point something like a general discussion took place. A Mr. Owen, "of Lanark," denied that emigration was necessary but for the restriction on the employment of the labouring classes because of the ignorance of the middle and upper classes. Because of that, however, he approved of the plan.

Captain Murray enquired if the Commissioners were to be sent out by the Colonial Office, and whether idle transport ships would be asked for for the purpose of conveying colonists. To this Mr. Rowland Hill replied emphatically, stating that there were no place-hunters connected with the movement, and that as to transports no favour would be asked of the Government. The Chairman further remarked that the Bill which he had introduced had the sanction of the Government.

Another questioner asked if residents in the colony might purchase and re-sell their land, and, being told they could, expressed his regret. Mr. Lovett enquired whether any rate of interest was fixed for the investment of capital, and what power emigrants would have in making and administering the laws. He evidently suspected that capitalists would send out their sons and dependents to fill the offices, from Governors and Bishops to Excisemen. Mr. David Wakefield, brother of Mr. E. G. Wakefield, replied at some length to this string of questions and suggestions. He had drafted the Bill, was familiar with its provisions, and claimed that there were no means of erecting a land monopoly or of creating sinecures for office-seekers.

The series of resolutions was then put and carried, also the resolution acknowledging the services of Mr. Spring Rice, the Colonial Secretary, and a vote of thanks was accorded to the Chairman. The meeting, which began at noon, was not concluded until a quarter to six o'clock, having lasted 5½ hours, during the whole of which time unbroken interest was maintained. The foregoing summary of its proceedings will always possess a certain amount of historic interest, as showing how the colonization propaganda was carried on, who were among the more active workers in the cause, the motives by which they were animated, and the interest of the public in their enterprise.

vested before commencing active operations, and to this there appeared to be no solution. The Board met at intervals—sometimes weekly—for a period of six months, and then, finding the position as unpromising as ever, took advantage of the change of Ministry to tender their resignations. This act of theirs was, of course, a mere confession of failure, for their functions were unaffected by party politics, and they were simply appointed to carry out the provisions of an Act of Parliament.

No doubt the vexatious delays which occurred were largely attributable to the disturbed condition of the British political atmosphere. There were three



C. E. Stamp, Artist.

GOVERNMENT HOUSE.

DELAYS AND DIFFICULTIES.

Between framing a plan and putting it into execution there is often a wide interval. Before the colony on paper became a colony in being there was a rugged and difficult road to travel, as those who were engaged in the work discovered to their grieved surprise. Obviously, the first thing to be done after the Act of Parliament was passed was to secure the appointment of a Board of Commissioners: but, though this initial step was taken, the next was found, or believed to be, totally impracticable. The problem was how to raise the amount of money that had to be in-

changes of Administration and a general election within a period of ten months. There was consequently unusual dislocation in the official machinery at the time when the South Australian Act had to be set in motion; and some of the difficulties that were encountered are suggested by the circumstance that while he was acting for the South Australian Association Mr. Robert Gouger had to negotiate with no less than five different Colonial Secretaries, each of whom had different scruples or objections to be overcome. At this distance of time it appears not only extraordinary, but unaccountable, that Commissioners for South Australia who were appointed by one Government should find

themselves unable to serve it under the other, or to understand how the fortunes of the nascent colony could in any way be affected by the alteration of tint in the political complexion of the British Government.

Although six months of precious time appeared to be wasted, the change in the Board of Commissioners was worth a great deal, inasmuch as it brought into direct and official connection with the enterprise the man who was destined to do more than any other single individual on its behalf, for among those of its friends who took a broader view of the situation was Mr. G. F. Angas. He had watched with interest the work of the Association, and taken an active part on one of its committees. His name had been on the first list of Commissioners submitted to the Government. He stated in his letter of renewed consent that the matter had little to do with party politics, and his name was accordingly included in the list submitted to Lord Aberdeen. Commenting on the letter from his Lordship, dated April 27, 1835, conveying an intimation that the nominations had been accepted, Mr. Gouger wrote:—"Thus has terminated a correspondence, maintained since last August, which a week ought to have settled."

The struggles and difficulties of those who may be called the ante-pioneers are scarcely realized by the present generation. They arose from within as well as from without. At the middle of 1834, about 200 families, composed of respectable persons with moderate means, who were desirous of emigrating, were waiting to go out, but by the end of the year the resources and patience alike of some of them were exhausted, and they had nearly all dispersed. So disheartened were some members of the Association, that as late as March 17, Mr. D. Wakefield, who was one of them, writing in reference to a meeting that had been called, said he supposed it was "for the purpose of winding up the business," and regretted "in common with hundreds . . . the total failure of the project after the signal victory over ignorance and prejudice in getting the Act of Parliament."

The first public act of Lord Glenelg, as Secretary of State for the Colonies in the new Ministry, was to gazette, on May 5, 1835, the following gentlemen as the Board of Commissioners, viz.:—Colonel R. R. Torrens (Chairman), Rowland Hill (Secretary), G. F. Angas, E. Barnard (Australian Agent-General), W. Hutt, John Shaw Lefevre, W. A. Mackinnon, S. Mills, Jacob Montefiore, G. Palmer, jun., and G. Wright. Every one of these names may be found on the map of Adelaide.

At the very outset the Board was confronted by serious difficulties. No help was obtainable from the Government, and even the small privileges of office accommodation and free postage, though asked for, were refused. A loan of £1,000, to meet the preliminary expenses, had to be raised, but very little further pro-

gress was made in respect of the larger financial obligations of the Commissioners. There were officers, and not only was there a certain amount of land to be sold, but the terms of its disposal had first to be settled. Considering that everything was untried and experimental, that the Board had to feel its way, it is not surprising that there was much difference of opinion, and occasionally some rather strong language; but such was the fact.

OFFICIAL APPOINTMENTS.

Naturally, the first appointment to be made was that of Governor, and the first offer of the position was made to Colonel C. J. Napier. The gallant officer, however, was impracticable. Before the formal offer was made to him he asserted his independence by declaring that he would not ask the Government for anything, and that, being exceedingly poor, he would not "throw away another shilling in attendance upon the convulsive fits of the Colonial Office, which end in nothing." After its receipt, he made his acceptance conditional on his having command of a body of troops, and power to draw on the Government for £100,000 in case of distress. He stated these terms to the Commissioners, made other absurd demands, got to high words with Colonel Torrens, the Chairman, and generally carried on in such fashion that the Board thought him mad, and, being greatly annoyed, agreed that one of their number (Mr. Barnard) should visit the Colonial Office in order to veto the appointment.

As Colonel Napier's terms could not be entertained, he recommended that the services of Colonel Light should be secured, on account of his great accomplishments, distinguished services, and ability, adding the characteristic remark, "As Light's friend, I would not advise him to take the post, for the reasons which make me decline it myself." Before Colonel Light's name came under consideration, however, another candidate appeared in the person of Captain Hindmarsh, who received the support of the Commissioners, and was accordingly appointed at a salary of £800 per annum, with £500 for outfit. The special claims of Mr. Gouger, based upon his long and indefatigable services, could not be ignored, and almost as a matter of course he was appointed Colonial Secretary. The complete list of the principal officers, as finally arranged, was as follows:—

Governor, etc.—Captain John Hindmarsh, R.N.
 Resident Commissioner and Registrar—James Hurtle Fisher.
 Colonial Secretary—Robert Gouger.
 Judge—Sir J. W. Jeffcott.
 Advocate-General and Crown Solicitor—Charles Mann.
 Naval Officer and Harbour Master—Captain Thomas Lipson, R.N.
 Governor's Secretary and Clerk of Council—George Stevenson.

Colonial Treasurer, Collector of Revenue, and Accountant-General—Osmond Gilles.

Commissioner of Education and Auditor-General—John Brown.

Surveyor-General—Colonel William Light.

Deputy Surveyor—George Strickland Kingston.

Colonial Storekeeper—Thomas Gilbert.

Colonial Surgeon—Dr. Cotter.

There were also five assistant surveyors and three junior assistant surveyors. It is noteworthy that there was no Colonial Chaplain in the list, though one was subsequently appointed.

A DEADLOCK.

While the troublesome business of these appointments was being settled there were other vexed questions to cause discussion, division, and delay. One of these was the upset price of land, another the method of its disposal, and a third the granting of special privileges to the earlier settlers in the way of selection. Among the various proposals was one to sell the land at 12s. per acre, subject to a land tax, which should be a matter of competition. Another was to dispose of the first £35,000 worth at the rate of 12s. 6d. (80 acres for £50), and then raise the price to 17s. 6d., and in case of competition for the same piece of land the decision to be settled by auction. Some members of the Board were averse to the auction method, and preferred inviting tenders. As to the price, Mr. E. G. Wakefield was grieved, indignant and angry that what he deemed the fundamental principle of his scheme should be set at naught. He remonstrated against any lower price being fixed than £2 per acre, declared that if a figure so low as 12s. were agreed upon the land might as well be given away, for the evils which had blocked the way of progress in Western Australia would not be averted under such conditions, and mournfully predicted that the first expedition would prove a lamentable failure. The Commissioners were distracted by these and other conflicting opinions. At one meeting they strangely passed a resolution obliging all their officers to purchase land in proportion to their salaries; for each £100 of salary they were to purchase £500 of land. This resolution, of course, had to be rescinded afterwards.

Something, however, had to be done, for the Board had to sell £35,000 worth of land, and invest £20,000 in the name of trustees, before any of its acts would be valid. The conditions suggested the necessity of compromise, and, accordingly, in the month of June, the first "Regulations" were published, in which the land was offered for sale at the minimum price of £1 per acre.

The sequel proved that the Commissioners might have spared themselves a good deal of anxious debate, for the public was by no means eager to enter into the speculation, even on the attractive terms that were proposed. Land at the Antipodes, of uncertain quality and

doubtful location, did not appeal to the imagination of the investor, even with all the allurements thrown in.

The Commissioners did their best. They announced that they had considered it their duty "to attempt realizing a price considerably higher than the minimum of 12s. per acre, required in the Act of Parliament." They said that "after mature consideration"—the wide and deep significance of which phrase has already been hinted at—the price in the first instance was fixed at 20s. per acre, or £80 for a lot consisting of a country section of 80 acres and one town acre, the latter being, as it were, given in. Priority of choice with regard to both country sections and town acres was to be given to the holders of the first 437 land-orders issued in England. Still further, in addition to the eighty and one acre arrangement, on paying the price of 4,000 acres of land or more an intending purchaser would be entitled to a special survey of 16,000 acres in any compact district, from which he might select his 4,000 acres before any other application would be entertained. This "special survey" provision wrought curiously unexpected results later on, but at the moment no one seemed to discern or guess at the potentialities of wealth which it concealed.

These proposals were embodied in circulars, condensed in advertisements, amplified in pamphlets, illustrated by maps, and accompanied by appeals, which were distributed in lavish profusion, far and wide. Personal solicitation was added to literary exposition, and the best agents were employed at considerable expense for this purpose. These efforts were maintained with both vigour and ingenuity and commendable persistence. It was even proposed to delegate some of the powers and honours of the Commissioners to influential gentlemen of talent and position in the counties, who might form members of future associations; but, in spite of everything, the process of land-selling gradually "fizzled out." At the end of two months not half the required acreage had been disposed of, and there seemed no prospect of selling any more. The situation was worse than a deadlock, for the Board, having done everything in its power, was confronted by the prospect of total inability to comply with an essential condition of success, and saw no way of escaping an ignominious defeat. There was more than personal feeling involved in this aspect, for it meant the threatened failure of the new colonization scheme, concerning which so much interest had been aroused, expectation kindled, and enthusiasm evoked.

THE SOUTH AUSTRALIAN COMPANY.

It was fortunate for the colonization project that Mr. Angas had been appointed a member of the Board of Commissioners. He was a remarkable man in many respects, whose services to his country are not yet fully appreciated. Of Scotch descent and Puritan training, in him were united uncommon business shrewdness and intense religious conviction. He was dominated by his

conscience, and when he undertook an enterprise which he believed to be right there were no limits to his energy and perseverance in putting it through. He had a genius for organizing associations on behalf of objects which commended themselves to his judgment, and had acquired a fund of experience as a promoter of philanthropic schemes. His experience as a merchant and importer had given him a wide outlook, and brought him into direct contact with British dominions beyond the seas. As the result of his skill and industry he had acquired a fortune of about £180,000, was therefore accustomed to dealing with fairly large sums of money, and in a position to grapple with heavier financial responsibilities than those which burdened the colonization scheme. At this particular period he was in the prime of life, having just entered on his forty-seventh year, had acquired a reputation for probity and trustworthiness, and was taking life as easily as ever he did. The entries in his private diary show how deeply he was interested in the South Australian project, and how fully he regarded the appointment of a Commissioner as another opportunity for doing good. Hence, it is not surprising that from the very outset he exercised a leading—perhaps a predominating—influence in the counsels of the Board.

The Commissioners were on the horns of a dilemma. They could not found the colony until £35,000 worth of land had been sold, and they could not sell the land until the colony had been founded, because of the common objection to buying "a pig in a poke." Desirable emigrants and possible purchasers, said, "Survey the land: let us know where it is and what it is like": but there could be no surveying or anything else until the stipulations of the Act were complied with. Eighteen months after the royal assent had been given to that measure, 102 land-orders were unappropriated, the business was at a standstill, and expenses were running high. "Some objection or other," wrote Mr. Rowland Hill, the Secretary, "attaches to every arrangement proposed for raising the £35,000. Indeed, there is an essential difficulty, namely, the necessity for selling land, or doing that which is equivalent to the sale of land, which no one knows anything about."

This was what Mr. Angas had foreseen almost from the very commencement. He had pointed out at the first meeting of the Board the difficulty which the rigid conditions of the Act created, and at a very early stage suggested that a joint-stock company should be formed to make the necessary purchase. The more sanguine of his fellow-Commissioners pooh-poohed the idea, but Mr. Angas clung to it in principle, and events proved that he was right. In the month of September he recorded in his diary his conviction that by no other means could the colony be established than by selling the land at the minimum price allowed by the Act—12s. per acre—

thereby inducing people of capital to form a company which would take up the whole of the unsold land, give the colony a start, and employ the labour sent out. In representing these views to the Board he expressed his belief that the business could be concluded in five weeks, and, having secured their assent, "after much discussion," proceeded to carry his ideal into execution.

The first thing to be done, of course, was to complete the land purchase, and so confident was Mr. Angas in the success of his proposal, that he subscribed and obtained from one or two others sufficient capital for the purpose without waiting for the formation of the Company. The arrangement was that the land so ob-



MR. EDWARD GIBBON WAKEFIELD.

tained should be handed over at cost price, with 5 per cent. interest. This transaction was the basis of the operations of the Company, and there was no delay about it. On September 25, the price of the land was formally reduced to 12s. per acre, and an intimation given that the deposit must be paid by noon on the 30th. and the last instalment not later than November 3. As Mr. Hodder remarks, this was fairly sharp work, but Messrs. Angas, Smith, and Kingscote forthwith put down £3,000 each, proceeding at once to establish the Company by securing the co-operation of wealthy and influential men as shareholders or directors.

The promoters of the scheme had to contend at the very outset with a number of serious difficulties. Neither the colony nor colonization was in high favour, and the popular idea was rather that the dependencies of Great Britain were somewhat troublesome and expensive children, than that in forming them the foundations were being laid of a world empire. Moreover, at the Colonial Office, South Australia was regarded as if in a sense illegitimate, having come into the family in an irregular manner, and was, therefore, looked upon somewhat askance. Very little was actually known concerning the scene of the proposed experiment, for the geographical term was wide and vague. As to its capabilities, though the appearance of the country was favourably reported upon, there was still the possibility that it might prove to be a Sahara for sterility, or a mere tangle of swamps and sandhills. The very principles on which it was to be established were fiercely attacked from the other side of the world. The *Sydney Herald* of October 26, 1835, said:—"This new colony, unshackled by prison discipline, by military governors, and by immense civil and legal establishments, and wholly independent and free, threatens to annihilate the other colonies. If it be successfully established, the colony of New South Wales will probably become an inferior, subordinate, and subservient appendage to it." The prediction was offered that no Governor would be able to maintain New South Wales as a penal settlement if South Australia were established as a free colony with a Governor appointed by the Crown. It seems hardly credible now that such sinister forebodings should have been written only seventy years ago, but at the time they were regarded as sober and reasonable. The minimum of 12s. per acre was represented as dangerously high, because it would probably lead to the price of land in New South Wales being raised to the same level.

While these objections weighed with some classes there were many persons who could not sympathize with the blended motives of the promoters. When the project was under discussion the question was very likely to be asked: "Is this business or philanthropy?" Mr. Angas, on his part, would unhesitatingly reply: "It is both," and be met with the comment that the two things would not mix. Such a verdict is conspicuously contrary to the evidence, and among a crowd of British merchants, who have proved the contrary, George Fife Angas must be assigned an honourable place. It was his philanthropic regard for the welfare of his fellow-countrymen that led him to consecrate his time, talents, and a considerable portion of his fortune to their interests. The self-revelations of his diary prove the simplicity and disinterestedness of his motives; and there is something both noble and pathetic in his ascription of his success to the overruling Providence whose agent he believed he was.

It was settled that the Company should be considered formed when £200,000 was subscribed in £50 shares, and as an inducement to capitalists the Commissioners announced that if this amount was raised within the required time, £50,000 of it paid up, the Board would sell an additional 20,000 acres at 12s. an acre, at any time before March 1, 1836. Notwithstanding all opposition, by September 29 Mr. Angas had in hand the sum of £20,000, being his own subscription and those of four others, to complete the preliminary purchase. Ten days afterwards, what may be called the syndicate, consisting of five persons, Mr. Angas being in the chair, met in a small room to pass the necessary resolutions for forming the South Australian Company, frame its prospectus, arrange for advertisements, and generally prepare for launching the scheme.

These gentlemen were men of business, and they went about their work in a business-like way. Before the meeting closed, all the preliminaries were settled, and up to a certain point the success of the proposal was assured. When entering in his diary the proceedings of the day Mr. Angas wrote:—"In order that no time should be lost Mr. Thomas Smith and I resolved to go on with the business with our own capital to the extent of £20,000, whether the Company went on or not."

There is a suggestion of impatience in the phrase "in order that no time should be lost," which is easily accounted for. A weary and anxious time had been spent in waiting for legislative authority to enter on the project. During that period all kinds of difficulties had cropped up and been overcome. When the Act was passed it was cheerfully presumed that the way to definite action was cleared, but subsequently another eighteen months had been frittered away without anything tangible being done. No wonder Messrs. Angas and Smith, being satisfied that the project was sound, determined—Company or no Company—to see it through.

It does not appear that their resolve was entered in the minutes of the meeting; but no doubt it became known, and helped to inspire confidence. Willingness to invest capital in a new concern is a very impressive way of showing faith in it. "Money talks." Capitalists would naturally reason with themselves that if the venture were good enough for hard-headed men like Angas and Smith it was worth going in for, and their determination indicated that the management of the Company would be in energetic hands.

The advertisements duly appeared on October 11 1835, and by the 14th of the month 4,000 shares of £50 each had been applied for, making up the £200,000 which was named in the prospectus as required in order to warrant the directors in proceeding, and it also enabled them to claim from the Commissioners the additional 20,000 acres at the reduced rate of 12s. In

his simple and devout way Mr. Angas described this result as a direct answer to prayer, and there is no doubt that it lifted a heavy load from his mind.

The South Australian Company was formally constituted on the following day, and a provisional Board of Directors appointed, the names being as follows:—George Fife Angas (Chairman), Raikes Currie, Charles Hindley, M.P., James Hyde, Henry Kingscote, John Pirie (Alderman), Christopher Rawson, John Rundle, M.P., Thomas Smith, James Ruddell Todd, and Henry Waymouth. Seven of the eleven names were afterwards affixed to streets in the City of Adelaide, indicating the estimation in which the Company was held at the time the choice was made.

In the printed prospectus of the Company the objects for which it was formed and the business it was expected to transact were fully specified, and are well worth reading. They were:—

Firstly, the erection upon their town land of wharves, warehouses, dwelling-houses, etc., and letting or leasing the same to the colonists, or otherwise disposing of them.

Secondly, the improvement and cultivation of their country land, and the leasing or sale of part of it, if deemed expedient, and the sub-letting of their pasture lands at advanced rates.

Thirdly, the laying out of farms, the erection of suitable dwellings thereon, and letting the same to industrious tenants on lease, with the right of purchase before the expiration of such lease, at a price to be fixed upon at the time the tenant may enter.

Fourthly, the growth of wool for the European markets.

Fifthly, the pursuit of the whale, seal, and other fisheries in the Gulf and seas around the colony, and the curing and salting of such fish as may be suitable for exportation.

Sixthly, the salting and curing of beef and pork for the stores of ships and for the purposes of general export. (The abundance of salt of superior strength and quality with which Kangaroo Island abounds, it is added, will afford the utmost facility for the pursuit of this object.)

Seventhly, the establishment of a bank or banks, in or connected with the new colony of South Australia, making loans on lands or produce in the colony, and the conducting of such banking operations as the directors may deem expedient.

In the light of experience, the foregoing summary of objects may provoke criticism, both on account of what it omitted and what it included. No mention whatever was made of possible mineral wealth and the prospect of its exploitation, probably because information on that subject was scanty, but more probably through the invincible objection of Mr. Angas to mining speculation, which continued throughout his life. Less easy of explanation is the absence of any but the

most indirect reference to stock-breeding, and the slight allusion to agriculture as an industry. On the other hand, the production of wool, which was destined to be the great staple commodity, was made less prominent than whaling, which was nearing its extinction, and fisheries, which never became of any real importance. The salting of beef and pork was never entered upon to any considerable extent by the Company, though the abundance of salt that was available justified more than a merely parenthetical allusion.

At the same time, the distinctly business-like character of this part of the prospectus is a noteworthy feature. It is intensely practical throughout. There is no hint or suggestion of a possible El Dorado which is to enrich all who take part in the enterprise. No glowing prospects are held out, or lavish promises made, in order to tempt speculators. It would have been easy to find support for sanguine forecasts in the observations of Captain Flinders and Captain Sturt, but nothing of the kind was attempted. The proposals, however, were sufficiently comprehensive, considering the limited amount of actual knowledge that was possessed, and their range indicated that the promoters meant the Company to be in a position to take advantage of unforeseen opportunities. If the land of which it became the proprietor could be occupied by settlers, it was prepared either to sell or lease it, and to help them in making a start; but if not, the virgin resources were to be utilized in some other way.

THE SOUTH AUSTRALIAN CHURCH SOCIETY.

An evidence of the high ideals which the promoters of colonization in South Australia had before them is furnished in the proposals which were formulated by the founders of the S. A. Church Society, and the reasons assigned for their adoption. In a published statement of the nature of a prospectus it was explained that the Society was to be composed of two classes of persons—emigrants who desired to establish the mode of worship to which they were attached, and others who sympathized with their desires. Accordingly, it was proposed to raise a fund to be employed for the erection of churches and parsonages, and for the support of clergymen of the Church of England. The importance of religious inspiration and comfort to colonists in a new country was dwelt upon. Reference was made to the difficulties experienced in many places through the wide dispersion of colonists, and the special character of the new colonization was thus stated:—"The object . . . is not to place a scattered and half-barbarous colony on the coast of New Holland, but to establish there, and gradually to extend, a wealthy civilized society. Here, then, is a case in which a colonial religious establishment would be eminently useful. In a colony to which not men and women merely, but *Society*, shall be transplanted, there will religion, which is an attribute of

Society, take immediate root, and exert all its happy social influences."

Besides these general considerations, on two other grounds in particular the undertaking was recommended to the religious public, and they were thus specified:—

"First—It is intended that in this colony no waste or public land shall be *given* to settlers, but that all such land shall be *sold in public*, and that all the purchase-money of waste or public land shall be employed in conveying to the colony young men and women in equal

women, boys and girls, and children. For many years the proportion of children to grown-up people would be greater than was ever known since Shem, Ham, and Japhet were surrounded by their little ones. The colony would be an immense nursery; and all being at ease, without being scattered, would afford the finest opportunity that ever occurred to see what may be done for Society by universal education. That must be a narrow breast in which the last consideration does not raise some generous emotion.' ('England and America,' vol. ii., p. 215.). And in every religious breast this last



Photo by H. Krishock.

GENERAL POST OFFICE.

proportions. 'The moral advantages,' it has been well observed, 'of such a selection of emigrants would not be few. Each female would have a special protector from the moment of her departure from home. No man would have any excuse for dissolute habits. All the evils which have so often sprung from a disproportion between the sexes would be avoided. Every pair of immigrants would have the strongest motives for industry, steadiness, and thrift. In a colony thus peopled there would scarcely ever be any single men or single women; nearly the whole population would consist of married men and

consideration will raise an anxious, one might say a tender, wish that in so great a nursery there should be ample means of *Christian* education.

"Second—In order to maintain between the colony and its mother-country the most intimate union and affection, not one of the many precautions for that object which are contemplated by the South Australian Association will be more effective than the proposed Church Society. For this Society will be composed of Englishmen and colonists, mixed together, and engaged in one pursuit; it will sustain in the colony the doctrine

and discipline of that Church which is established in the mother-country; and, by preserving between the Mother-Church and the Colonial Church the closest relations, will tend to make the colonists, in the words of Dr. Adam Smith, 'instead of turbulent and factious subjects of the mother-country, her most faithful and affectionate allies; with the same parental affection on the one side, and the same filial respect on the other, as used to subsist between the colonies of ancient Greece and the mother-city from which they descended.' "

THE COMPANY AND COLONIZATION.

The more carefully the situation as it then existed is studied the more clearly does the soundness of judgment displayed by Mr. Angas and his associates impress itself. The problem was to plant an ultimately self-supporting British colony in a distant land, of which comparatively little was known. For this purpose legislative sanction and a certain amount of Imperial control was required; but when that was obtained the question of actual colonization presented itself. The initial expenses were altogether too heavy for the emigrants themselves to undertake. As a rule, their means were too limited; otherwise they would not have been willing to endure expatriation, and neither singly nor in groups could they provide the necessary wherewithal.

Such matters as building wharves, warehouses, and stores, laying out farms, erecting fences, breeding cattle and sheep, were outside the functions of Commissioners. For these and similar purposes capital was required which they were not empowered to raise, and systematic management of a kind they could not be expected to undertake.

To carry out the original design, it is evident that a kind of intermediate organization was necessary which could negotiate with the Crown on the one hand and attend to the multifarious details of an emigration scheme on the other. It had to be established on a business basis; for though its object was philanthropic, it was not charitable. Unhampered by routine and red tape, it needed ability to adjust its operations to circumstances as they arose, and to provide for contingencies that could not be foreseen. A considerable amount of capital had to be temporarily sunk in such a venture, which neither the emigrants as a class nor the representatives of the Crown could provide, and for which a quantity of unsurveyed land was the shareholders' only possible security.

Without the South Australian Company, therefore, or something very similar, the colonization project on the lines proposed must have fallen through; but with it there was at least an opportunity of giving the experiment a trial. The Company formed a kind of commercial and industrial, as well as financial, centre. It had its headquarters in London, and its scene of operations on the other side of the world, so that the channel

of communication was always open, and business could be conducted with reasonable dispatch. During the earlier stages of the settlement it was a kind of business nucleus, capable of expansion and adaptation, as necessity arose, for it could turn its attention to anything, from catching whales and keeping cattle to lending money and selling land.

Thus it accomplished a feat which has often been attempted on less satisfactory terms and with inferior success—that of bringing capital and labour together to their mutual advantage, and with a fairly equitable division of risk. If it be said that the emigrants who left England because of the hardness of the times there, and received free passages, risked nothing, the answer is obvious: they risked all they had, and parted from associations they held dear, to face the certainty of hardships in an unknown country. As to investors, though the speculation eventually turned out favourably, there was no guarantee at the time that it would, but much to cause apprehension that it would not, in the long history of British colonizing enterprises.

It happened that there was a very recent experience at the time which in two or three ways was calculated to produce discouragement. Somewhat serious financial troubles had been brought about in New South Wales in connection with what was styled the Australian Agricultural Company. This Company had a capital of one million sterling, of which £820,000 was paid up, and was largely composed of merchants and members of Parliament. It had received an absolutely free grant of one million acres, the theory acted upon being that as the land was lying idle it should be placed at the disposal of those who would utilize it for farms and sheep-runs, making the necessary roads and improvements without any charge whatever. Sir Edward Parry, the famous Polar navigator, who was at a later period promoted to the rank of Rear-Admiral, occupied the position of Commissioner of this Company in Sydney from 1829 to 1834. The introduction of free labour which it promoted did much in the end towards the abolition of the convict system, but at first it had to encounter very great difficulties, and brought about a financial crisis of a somewhat severe character. The memory of all this was fresh when the South Australian Company was launched, and there was at least apparent pertinence in the observation that, when large tracts of land, fairly explored and known to contain fertile areas, could be obtained in one part of the continent for nothing, to pay 12s. per acre for what was unexplored and unknown in another was not a good enough proposition, and even a trifle unreasonable.

It should not be lost sight of that neither the promoters nor afterwards the shareholders of the South Australian Company sought any special privileges for themselves. The land had been under offer to the general public for months before they entered the field.

They only took up the enterprise at a time when, for lack of practical interest in it, there was imminent danger of its collapse. It was, in fact, rapidly drifting to ruin, for expenses were going on which would speedily have exhausted the whole of the resources at the Commissioners' disposal, and there was a distinct prospect of the scheme being rendered abortive by want of support. The only concession granted to or sought by the Company was the reduction of the upset price of land from one pound to twelve shillings per acre for a definite and limited time, and in this all land purchasers shared alike. There were no "promoters' shares" or anything of the kind. The men who framed the plan and advanced the money to make its execution possible might not unreasonably have claimed some reward for their services, but the idea does not seem to have entered into their minds. No doubt, they expected that their large investments would eventually prove remunerative, but they knew perfectly well that they could only be secured as the result of persevering energy in the prosecution of their design. They were, in fact, more intent on making the colonization scheme workable than on advancing their own fortunes. Very seldom has a Company been formed in which there was more of public spirit and less grasping or selfishness displayed.

While the floating of the Company saved the situation, and cleared away a number of difficulties, it introduced others. Thenceforward the work of colonizing South Australia was in the hands of two sets of persons, meeting in different offices, and their plans did not always coincide. Had it been possible for Mr. Angus to retain his connection with both bodies, he would have formed a connecting link between them and helped to secure concerted action; but this could not be managed. Colonel Torrens and the other Commissioners strongly desired him to retain his connection with them, and proposed that he should be appointed a Special Commissioner for the civilization of the aborigines. The Directors of the Company, however, would not go on without him, and there were strong reasons against his acting in a dual capacity. Nothing could be kinder or more complimentary than Lord Glenelg's answer, when, the question having been submitted to him, it had been reported on by the law officers. He very properly held that no Commissioner who had acquired any personal interest in a contract with the Board could continue to be a member of it. At the same time he testified to his sense of Mr. Angus's high character, ability, and zeal, by suggesting that he should continue his services as Commissioner for, say, three months, until the appointment of his successor, whom he was allowed to nominate.

Mr. Angus saw that the actual work would have to be performed by the Company, and therefore felt obliged to resign his Commissionership, though he did so reluctantly and with great regret. The immediate effect of his taking this step was plainly visible, for, while the

management of the Company was alert, vigorous, and pushing, that of the Commissioners was leisurely, if not lethargic, although, perhaps, the fault was as much that of the Colonial Office as theirs. To this activity on the one side and slowness on the other several things may be attributed. Months before an acre of land had been surveyed, and even before the surveyors had reached the locality of their labours the Company had landed parties of emigrants, who had to be kept waiting in comparative idleness. Instead of establishing them on the mainland the first settlers were dumped down on Kangaroo Island, which afterwards had to be abandoned, the transfer involving waste and expenditure which might have been saved.

THE COMPANY'S FIRST FLEET.

One of the earliest acts of the Company was to purchase three small vessels for the intending emigrants, and the next was to secure the support of influential men in the leading provincial towns and cities on behalf of the project. The legal formalities involved in its formation were completed on January 22, 1836, and with such vigour had the preparations been pushed on that the "John Pirie," which was the first vessel to set sail, was dispatched exactly a month after that date.

The amount of forethought and labour that was involved in this preparatory work can hardly be realized at the present time. There were, of course, the London offices and a staff of officials to be engaged, captains and crews for the vessels to be selected, the vessels themselves fitted up for the voyage, a manager for the Company and overseers for each department of the intended operations to be examined and chosen, and the emigrants themselves to be tested as to their suitability. Besides these the question of provisions, tools, and general outfit had to be dealt with. It was no light matter to transfer a number of people to a country where no food supply was available, and neither clothing, tools, nor other appliances could be obtained. All these conditions had to be thought of and provided for. Want of attention to such matters in some of the early British colonization schemes was followed by terrible suffering, much worse than mere failure, and every precaution was taken to prevent any such disaster.

Each of the Company's vessels was supplied with a stock of provisions equal to one year's consumption. Live stock, including sheep, cattle, and pigs, were sent out, both that they might multiply after their kind and that the settlers might be provided with fresh meat. The officers were furnished with the means of obtaining supplies from Van Diemen's Land, which was the nearest British settlement, and arrangements were made for regular consignments of food from Hamburg, in Germany.

Consideration had to be paid to the trades that would be imperatively required in founding an infant settlement, such as masons, brickmakers, carpenters, lime-burners, boat-builders, fishermen, blacksmiths, etc., and such tradesmen secured. It was equally necessary to supply them with tools to work with, so that the Company's stores had to be a veritable emporium, including everything from a needle to an anchor. When an order sent to England for such commonplaces as axes or hand-saws took twelve months in its execution, it was very necessary for the local store to include all possible requisites.

In the copious records which have been preserved there is interesting evidence of the extreme care and forethought with which contingencies were anticipated as far as possible. There seemed to be a rooted determination to leave nothing to chance. The most capable persons that were available were selected for responsible positions, and they were supplied with voluminous "instructions." Mr. Hodder says of one of these which was addressed to the officer sent out to take the general management of the Company's affairs:—"It contained minute instructions on the following, among other subjects: Banks and banking; ship- and boat-building operations; the commercial and financial affairs of the Company generally; shipping and chartering; erection of houses, warehouses, wharves, and dockyards; charge of stores; buying and selling produce and manufactured goods; working of mines and quarries; flour-, saw-, and other mills; and very much more." Nothing, indeed, seems to have been omitted or forgotten.

While the directors were pressing forward their arrangements, with the eagerness of men engaged in a business venture, they were annoyed by the delays and dilatoriness on the part of the Government, occasioned, in part, by official routine. This feeling found very clear expression when the Government refused a request of the Commissioners for a war vessel to be placed at their disposal, in order to convey the Governor and survey party to South Australia, and afterwards to be used for survey purposes. By way of rebuking the parsimony thus displayed, and of the vexatious indifference that was being shown at such a critical time, the Directors fitted up one of their vessels—the "Duke of York"—and offered to place it at the disposal of the Governor and such of the officers as the Commissioners selected to accompany him. The offer itself was rather a shock to the calm and easy-going Government officials, who were not accustomed to being bustled, but it is believed to have had the effect of stirring them up. There was indeed a spice of audacity about the proposal, for it amounted to the administrative *entourage* of the new colony being taken up bodily by the Company and transplanted to the province at its own expense. Of course, the offer could not be entertained, and when, after lengthy delay, an intimation to that effect was received, the state-

rooms were removed from the "Duke of York," and she was fitted up as a whaler.

What may be called the sharp-shooting of the time did not end at that point. There was so much difficulty in bringing the Commissioners to decisive action that the Directors determined to apply for authority to settle their agents and servants at Kangaroo Island. Should the Government decline to afford facilities for commencing operations in that locality two alternatives were suggested—first, that the ships were to proceed to the South Seas for shipping purposes, and the agents to be settled in Western Australia or some other colony; or, second, that the Company should dissolve, return its land to the Commissioners, apply to Parliament for compensation, and dispose of the vessels it had purchased. Possibly this ultimatum had the effect of hastening matters, whether it were delivered or not, for the Commissioners, having filled up their list of officers, succeeded in obtaining the use of a transport-ship, the "Buffalo," for their use, and chartered the "Cygnet" and the "Rapid" for the survey party and other passengers.

The prospects having thus improved, the preparations for making an actual start were brought to a conclusion, and at the end of February three vessels were dispatched during the same week. The "John Pirie," a schooner of 120 tons, was the first to set sail, but, meeting with rough weather in the Bay of Biscay, had to put back into Plymouth, and did not reach South Australian waters for six months afterwards. The "Duke of York," a whaling brig of 191 tons, which started three days later, and the "Lady Mary Pelham," of 201 tons, were more fortunate, and reached their destination within three days of each other.

As the sails of these insignificant cockle-shells disappeared over the sea-rim or vanished into the grey Channel haze of that wild February weather, no doubt the Directors of the South Australian Company felt that their venture was at last literally afloat. They necessarily watched with some impatience the proceedings of the Commissioners; but another month elapsed before the first of their vessels, the "Cygnet," set out, and through the indisposition of Colonel Light it was not until May 1 that the "Rapid" followed.

It has been found necessary, to make this narrative intelligible to the general reader, to give some account of the principal features of the Act of Parliament on which the province was founded. Reference to certain of its provisions was also required, in order to explain the course of events. The document, however, being an Act of the Imperial, and not of the colonial, Legislature, is not easy of access, and being the legal basis on which the entire structure was erected it possesses sufficient importance and historic interest to justify its republication in a complete form at this point, before the reader's attention is directed to its out-working at the Antipodes:—

THE SOUTH AUSTRALIAN ACT.

ANNO QUARTO & QUINTO, GULIELMI IV. REGIS.

CAP. XCV.

An Act to empower His Majesty to erect South Australia into a British Province or Provinces,* and to provide for the colonization and government thereof. (August 15, 1834.)

His Majesty may establish one or more provinces in that part of Australia herein described.

Whereas that part of Australia which lies between the meridians of the one hundred and thirty-second and one hundred and forty-first degrees of east longitude, and between the Southern Ocean and twenty-six degrees of south latitude,† together with the islands adjacent thereto, consists of waste and unoccupied lands, which are supposed to be fit for the purpose of colonization: and whereas divers of His Majesty's subjects, possessing amongst them considerable property, are desirous to embark for the said part of Australia: and whereas it is highly expedient that His Majesty's said subjects should be enabled to carry their said laudable purpose into effect: and whereas the said persons are desirous that, in the said intended colony, an uniform system in the mode of disposing of waste lands should be permanently established: be it therefore enacted by the King's most excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, that it shall and may be lawful for His Majesty, with the advice of his Privy Council, to erect within that part of Australia which lies between the meridians of the one hundred and thirty-second and one hundred and forty-first degrees of east longitude, and between the Southern Ocean and the twenty-sixth degrees of south latitude, together with all and every the islands adjacent thereto, and the bays and gulfs thereof, with the advice of his Privy Council, to establish one or more provinces, and to fix the respective boundaries of such provinces; and that all and every person who shall at any time hereafter inhabit or reside within His Majesty's said province or provinces shall be free, and shall not be subject to, or bound by any laws, orders, statutes, or constitutions which have been heretofore made, or which hereafter shall be made, ordered, or enacted by, for, or as the laws, orders, statutes, or constitutions of any other part of Australia, but shall be subject to, and bound to obey such laws, orders, statutes, and constitutions as shall from time to time, in the manner hereinafter directed, be made, ordered, and enacted for the government of His Majesty's province or provinces of South Australia.

His Majesty may empower persons resident in the Colony to make Laws. Such Laws to be laid before the King in Council.

II. And be it further enacted, that it shall and may be lawful for His Majesty, his heirs and successors, by any order or orders to be by him or them made, with the advice of his or their Privy Council, to make, ordain, and subject to such conditions and restrictions as to him and them shall seem meet, to authorize and empower any one or more persons resident and being within any one of the said provinces, to make, ordain, and establish all such laws, institutions, or ordinances, and to constitute such courts, and appoint such officers, and also such chaplains and clergymen of the established Church of England or Scotland, and to impose and levy such rates, duties, and taxes, as may be necessary for the peace, order, and good government of His Majesty's subjects and others within the said province or provinces; provided that all such orders, and all laws and ordinances so to be made as aforesaid, shall be laid before the King in Council as soon as conveniently may be after the making and enacting thereof respectively, and that the same shall not in anywise be contrary or repugnant to any of the provisions of this Act.

Commissioners may be appointed to carry this Act into execution.

III. And be it further enacted, that it shall be lawful for His Majesty, his heirs and successors, by warrant under the sign-manual, to be countersigned by His Majesty's principal Secretary of State for the Colonies, to appoint three or more fit persons to be Commissioners to carry certain parts of this Act, and the powers and authorities hereinafter contained, into execution, and also from time to time at pleasure to remove any of the Commissioners for the time being, and upon every or any vacancy in the said number of Commissioners, either by removal or by death or otherwise, to appoint some other fit persons to the said office; and until such appointment, it shall be lawful for the surviving or continuing Commissioners or Commissioner to act as if no such vacancy had occurred.

Style of Board of Commissioners.

IV. And be it further enacted, that the said Commissioners shall be styled "The Colonization Commissioners for South Australia," and the said Commissioners, or any two of them, may sit from time to time, as they deem expedient, as a Board of Commissioners for carrying certain parts of this Act into execution.

* The words "or provinces" were inserted after the word "province" throughout the Act by the desire of a noble and learned lord, who wished that the Colony should be divided into many provinces, in order that it should not become independent. In order to avert opposition to the Bill, some other suggestions, not much less absurd, were adopted; but none of these interfere with the main provisions of the Act, which, notwithstanding much opposition and numerous attempts to defeat them, are agreeable to the leading principles of the undertaking, as described in this volume. The Bill would probably have been rejected by the House of Lords, or at all events spoiled, if it had not been strenuously supported by His Grace the Duke of Wellington.

† The draft Bill defined as the northern boundary the Tropic of Capricorn.

All proceedings to be sealed.

V. And be it further enacted, that the said Commissioners shall cause to be made a seal of the said Board, and shall cause to be sealed or stamped therewith all rules, orders, and regulations made by the said Commissioners in pursuance of this Act; and all such rules, orders, and regulations, or copies thereof, purporting to be sealed or stamped with the seal of the said Board, shall be received as evidence of the same respectively without any further proof thereof; and no such rule, order, or regulation, or copy thereof, shall be valid, or have any force or effect, unless the same shall be so sealed or stamped as aforesaid.

Commissioners to make orders for the sale of land. Funds received as purchase-money to form a fund for conveying poor emigrants to the province.

VI. And be it further enacted, that the said Commissioners shall, and they are hereby empowered to declare all the lands of the said province or provinces (excepting only portions which may be reserved for roads and footpaths) to be public lands, open to purchase by British subjects, and to make such orders and regulations for the surveying and sale of such public lands at such price as the said Commissioners may from time to time deem expedient, and for the letting of the common of pasturage of unsold portions thereof, as to the said Commissioners may seem meet, for any period not exceeding three years; and from time to time to alter and revoke such orders and regulations, and to employ the moneys from time to time received as the purchase-money of such lands, or as rent of the common of pasturage of unsold portions thereof, in conducting the emigration of poor persons from Great Britain or Ireland to the said province or provinces: provided always, that no part of the said public lands shall be sold except in public, for ready money, and either by auction or otherwise, as may seem best to said Commissioners, but in no case and at no time for a lower price than the sum of twelve shillings sterling per English acre: provided also, that the sum per acre which the said Commissioners may declare during any period to be the upset of selling price at which public lands shall be sold, shall be a uniform price; (that is to say), the same price per acre, whatever the quantity or situation of the land put up for sale: provided also, that the whole of the funds from time to time received as the purchase-money of the said lands, or as the rent of the common of pasturage of unsold portions thereof, shall constitute an "Emigration Fund," and shall, without any deduction whatsoever, except in the case hereinafter provided for, be employed in conveying poor emigrants from Great Britain or Ireland to the said province or provinces: provided also, that the poor persons who shall by means of the said "Emigration Fund" be conveyed to the said province or provinces, shall, as far as possible, be adult persons of the two sexes in equal proportions, and not exceeding the age of thirty years.

No poor person to be allowed a passage from fund unless family also conveyed.

VII. And be it further enacted, that no poor person, having a husband or wife (as the case may be), or a child or children, shall, by means of the said "Emigration Fund," obtain a passage to the said province or provinces, unless the husband or wife (as the case may be), or the child or children of such poor person, shall also be conveyed to the said province or provinces.

A Resident Commissioner to be appointed.

VIII. And be it further enacted, that it shall be lawful for His Majesty, his heirs and successors, by warrant under the sign-manual, to be countersigned by His Majesty's principal Secretary of State for the Colonies, to appoint a Commissioner of Public Lands to be resident in the said colony, and to act under the orders of the said Board of Commissioners as hereinafter directed.

Treasurer and other officers may be appointed and removed.

IX. And be it further enacted, that the said Commissioners shall, and they are hereby empowered to appoint such person or persons as they may think fit, Treasurer, Assistant-Surveyors, and other officers, for carrying this Act into execution respecting the disposal of the said public lands and the purchase-money thereof, and to remove such Treasurer or Assistant-Surveyors or other officers at their discretion; and on every or any vacancy in the said office of Treasurer, Assistant-Surveyor, or other officer, by removal or by death or otherwise, to appoint, if they see fit, some other person to the said office.

Powers may be delegated to Colonial Commissioner.

X. And be it further enacted that it shall and may be lawful for the said Commissioners to delegate to the said Colonial Commissioner, Assistant-Surveyor, or other officer, or to any of them, such of the powers and authorities with respect to the disposal of the public lands of the said province or provinces as the said Commissioners shall think fit; and the powers and authorities so delegated, and the delegation thereof, shall be notified in such manner, and such powers and authorities shall be exercised at such places, for such periods and under such circumstances, and subject to such regulations, as the said Commissioners shall direct; and the said Commissioners may at any time revoke, recall, alter, or vary all or any of the powers and authorities which shall be so delegated as aforesaid.

Treasurers to receive and pay all moneys, and to give security.

XI. And be it further enacted, that all moneys under the control of the said Board of Commissioners shall be received and paid by the Treasurers who may be appointed by the said Board, and who shall give security for the faithful discharge of their duties to such amount and in such manner as to the said Commissioners may seem fit.

Accounts to be audited.

XII. And be it further enacted, that all accounts of the said Treasurers shall be submitted to the Lords of His Majesty's Treasury, and be audited in the same manner as other public accounts.

Appointment of officers.

XIII. And be it further enacted, that the said Commissioners may, and they are hereby empowered from time to time, to appoint a secretary, treasurer, and all such clerks, messengers, and officers as they shall think fit, and from time to time, at the discretion of the said Commissioners, to remove such secretary, treasurer, clerks, messengers, and officers, or any of them, and to appoint others in their stead.

Commissioners to take oath.

XIV. And be it further enacted, that every Commissioner and Colonial Commissioner to be appointed from time to time shall, before he shall enter upon the execution of his office, take the following oath before one of the Judges of His Majesty's Court of Common Pleas, or one of the Barons of the Court of Exchequer, or (in the case of such Colonial Commissioners) before the Judge of one of His Majesty's Courts in the said province or provinces; (that is to say):—

"I, A. B., do swear, that I shall faithfully, impartially, and honestly, according to the best of my skill and judgment, execute and fulfil all the powers and duties of a

Commissioner (or Colonial Commissioner, as the case may be), under an Act passed in the fifth year of the reign of King William the Fourth, intituled (here set forth the title of this Act).

Salaries to be fixed by
Lords of Treasury.

XV. Provided always, and be it further enacted, that the salaries to be paid to all such persons as may be appointed to any office under this Act shall be fixed by the Lords of His Majesty's Treasury, and by them shall be revised from time to time as they may deem expedient.

Proceedings of
Commissioners to be
reported to Secretary of
State, and laid before
Parliament.

XVI. And be it further enacted, that the said Commissioners shall, at least once in every year, and at such other times and in such form as His Majesty's principal Secretary of State for the Colonies shall direct, submit to the said Secretary of State a full and particular report of their proceedings; and every such report shall be laid before both Houses of Parliament within six weeks after the receipt of the same by the said Secretary of State, if Parliament be then sitting, or if Parliament be not sitting, then within six weeks after the next meeting thereof.

Until sale of lands,
money to be raised by
bond for conveying out
poor emigrants.

XVII. And be it further enacted, that it shall and may be lawful for the said Commissioners, previously and until the sale of public lands in the said province shall have produced a fund sufficient to defray the cost of conveying to the said province or provinces from time to time such a number of poor emigrants as may by the said Commissioners be thought desirable, from time to time to borrow and take up on bond or otherwise, payable by instalments or otherwise, at interest not exceeding ten pounds per centum per annum, any sum or sums of money not exceeding fifty thousand pounds, for the sole purpose of defraying the costs of the passage of poor emigrants from Great Britain or Ireland to the said province or provinces, by granting and issuing, to any person or persons willing to advance such moneys, bonds, or obligatory writings under the hands and seals of the said Commissioners or of any two of them, which bonds or other obligatory writings shall be termed "South Australian Public Lands Securities"; and all such sum or sums of money, not exceeding in the whole fifty thousand pounds, so borrowed or taken up by means of the bonds or writings obligatory aforesaid, for the sole purpose aforesaid, shall be borrowed on the credit of, and be deemed a charge upon the whole of the fund to be received as the purchase-money of public lands, or as the rent of the common pasturage of unsold portions thereof; and it shall and may be lawful for the said Commissioners from time to time to appropriate all or any part of the moneys which may be obtained by the sale of public lands in the said province or provinces, to the payment of interest on any such sum or sums borrowed and taken up as aforesaid, or to the re-payment of such principal sum or sums.

Power to borrow money
to pay expenses of
Colony.

XVIII. And be it further enacted, that for defraying the necessary costs, charges, and expenses of founding the said intended colony, and for providing for the government thereof, and for the expenses of the said Commissioners (excepting always the purpose whereunto the said Emigration Fund is made solely applicable by this Act), and for defraying all costs, charges, and expenses incurred in carrying this Act into execution, and applying for and obtaining this Act, it shall and may be lawful for the said Commissioners from time to time to borrow and take up on bond or otherwise, payable by instalments or otherwise, at interest not exceeding ten pounds per centum per annum, any sum or sums of money required for the purpose last aforesaid, not exceeding in the whole the sum of two hundred thousand pounds, by granting or issuing to any person or persons willing to advance such moneys, bonds, or obligatory writings under the hands and seals of the said Commissioners or any two of them, which bonds or other obligatory writings shall be termed "South Australian Colonial Revenue Securities"; and all such sum or sums of money by the said Commissioners so borrowed and taken up as last aforesaid, shall be and is and are hereby declared to be a charge upon the ordinary revenue or produce of all rates, duties, and taxes to be levied and collected as hereinbefore directed within the said province or provinces, and shall be deemed and taken to be a public debt owing by the said province to the holders of the bond or bonds or other writings obligatory by the said Commissioners granted for the purposes last aforesaid.

Commissioners may
reduce rates of interest.

XIX. And be it further enacted, that it shall and may be lawful for the said Commissioners at any time to borrow or take up any sum or sums of money for any of the purposes of this Act, at a lower rate of interest than any security or securities previously given by them under and by virtue of this Act, which may then be in force, shall bear, and therewith to pay off and discharge any existing security or securities bearing a higher rate of interest as aforesaid.

Lands of Colony to
be deemed a collateral
security.

XX. And be it further enacted, that in case it should so happen that the said Commissioners shall be unable to raise by the issue of the said colonial revenue securities the whole of the said sum of two hundred thousand pounds, or that the ordinary revenue of the said province or provinces shall be insufficient to discharge the obligations of all or any of the said securities, then and in that case, but not otherwise, the public lands of the said province or provinces then remaining unsold, and the moneys to be obtained by the sale thereof, shall be deemed a collateral security for payment of the principal and interest of the said colonial debt: provided always, that no moneys obtained by the sales of public lands in the said province or provinces shall be employed in defraying the principal or interest of the said colonial debt, so long as any obligation created by the said South Australian public lands securities shall remain undischarged: provided, also, that in case, after the discharge of all obligations created by the said South Australian public lands securities, any part of the moneys obtained by the sale of public lands in the said province or provinces shall be employed to discharge any of the obligations created by the said colonial revenue securities, then and in that case the amount of such deduction from the said Emigration Fund shall be deemed a colonial debt owing by the said province to the Colonization Commissioners for South Australia, and be charged upon the ordinary revenue of the said province or provinces.

Commissioners may sue
and be sued in the name
of one Commissioner, or
of their Clerk or
Secretary.

XXI. And be it further enacted, that the Commissioners nominated and appointed by His Majesty as aforesaid may sue and be sued in the name or names of any one of such Commissioners, or of their secretary, clerk, or clerks for the time being; and that no action or suit to be brought or commenced by or against any of the said Commis-

sioners in the name or names of any one of such Commissioners, or their secretary or clerk, shall abate or be discontinued by the death or removal of such Commissioner, secretary, or clerk, or any of them, or by the act of such Commissioner, secretary, or clerk, or any of them, without the consent of the said Commissioners, but that any one of the said Commissioners, or the secretary, or clerk, for the time being to the said Commissioners, shall always be deemed to be the plaintiff or defendant (as the case may be) in every such action or suit: provided always that nothing herein contained shall be deemed, construed, or taken to extend to make the Commissioners who shall sign, execute, or give any of the bonds or obligatory writings so hereby authorized or directed to be given, personally, or their respective estates, lands, or tenements, goods, and chattels, or such secretary or clerk, or their or either of their lands and tenements, goods and chattels, liable to the payment of any of the moneys so borrowed and secured, by reason of their giving any such bonds or securities as aforesaid, or of their being plaintiff or defendant in any such action as aforesaid; but that the costs, charges, and expenses of every such Commissioner, secretary, or clerk, by reason of having been made plaintiff or defendant, or for any contract, act, matter, or thing whatsoever made or entered into in the *bona fide* execution of this Act, from time to time, be defrayed by the said Commissioners out of the money so borrowed and taken up as aforesaid.

Convicts not to be transported to the Colony.

XXII. And be it further enacted, that no person or persons convicted in any court of justice in Great Britain or Ireland, or elsewhere, shall at any time or under any circumstances be transported as a convict to any place within the limits hereinbefore described.

A constitution to be established when there shall be fifty thousand inhabitants.

XXIII. And be it further enacted, that it shall and may be lawful for His Majesty, by and with the advice of his Privy Council, to frame, constitute, and establish a constitution or constitutions of local government for any of the said provinces possessing a population of fifty thousand souls, in such manner, and with such provisos, limitations, and restrictions as shall to His Majesty, by and with the advice of his Privy Council, be deemed meet and desirable: provided always, that the mode hereinbefore directed of disposing of the public lands of the said province or provinces by sale only, and of the fund obtained by the sale thereof, shall not be liable to be in any wise altered or changed otherwise than by the authority of His Majesty and the consent of Parliament: provided, also, that in the said constitution of local government for the said province or provinces provision shall be made for the satisfaction of the obligations of any of the said colonial revenue securities which may be unsatisfied at the time of framing such constitution of the said province or provinces.

£20,000 to be invested in Exchequer bills as a security upon the mother country.

XXIV. And be it further enacted, that for the purpose of providing a guarantee or security that no part of the expense of founding and governing the said intended colony shall fall on the mother country, the said Commissioners shall and are hereby empowered and required, out of the moneys borrowed and taken up as aforesaid on the security of the said South Australian colonial revenue securities, to invest the sum of twenty thousand pounds in the purchase of Exchequer bills or other Government securities in England, in the names of trustees to be appointed by His Majesty: and the said trustees shall hold the said Exchequer bills or other Government securities, so long as may seem fit to His Majesty's principal Secretary of State for the Colonies; or shall, in case it shall seem fit to His Majesty's principal Secretary of State for the Colonies, dispose of the same for any of the purposes to which the moneys raised by the issue of the said South Australian colonial revenue securities are hereby made applicable: provided always, that if the said Secretary of State should dispose of any part of the said twenty thousand pounds, a sum or sums equal to the sum or sums so disposed of shall be invested in the names of the said trustees by the said Commissioners, so that the said guarantee or security fund of twenty thousand pounds shall not at any time be reduced below that amount: provided always, that the interest and dividends accruing from time to time upon the said Exchequer bills, or other Government securities, shall be paid to the said Commissioners, and by them be devoted to the purposes to which, as hereinbefore directed, the moneys to be raised by the issue of the aforesaid South Australian colonial revenue bonds are made applicable.

If, after ten years from the passing of this Act, the population shall be less than 20,000 natural-born subjects, lands to be liable to be disposed of by His Majesty.

XXV. And be it further enacted, that if after the expiration of ten years from the passing of this Act the population of the said province or provinces shall be less than twenty thousand natural-born subjects, then and in that case all the public lands of the said province or provinces which shall then be unsold shall be liable to be disposed of by His Majesty, his heirs, and successors, in such manner as to him or them shall seem meet: provided always, that in case any of the obligations created by the said South Australian public lands securities should then be unsatisfied, the amount of such obligations shall be deemed a charge upon the said unsold public lands, and shall be paid to the holders of such securities out of any moneys that may be obtained by the sale of the said lands.

Powers of Commissioners not to commence until the money is raised, except for that purpose.

XXVI. And be it further enacted, that until the said Commissioners shall, by the granting and issuing of bonds and writings obligatory as aforesaid, that is to say, "South Australian Colonial Revenue Securities," have raised the sum of twenty thousand pounds, and have invested the same in the purchase of Exchequer bills, or other Government securities, as hereinbefore directed, and until the persons intending to settle in the said province or provinces and others shall have invested (either by payment to the said Commissioners or in the names of trustees to be appointed by them), for the purchase of public lands in the said province or provinces, the sum of thirty-five thousand pounds, none of the powers and authorities hereby given to His Majesty, or to the said Commissioners, or to any person or persons, except as respects the exercise by the said Commissioners of such powers as are required for raising money by means of and on the security of the bonds or securities last aforesaid, and for receiving and investing the aforesaid sum of thirty-five thousand pounds for the purchase of public lands, shall be of any effect, or have any operation whatsoever.

LOOKING BACKWARD.

The action of the South Australian drama was transferred in 1836 from the centre of the Empire to a point on its circumference, from offices in foggy London streets to an untrodden and scrub-covered wilderness, and from the era of negotiations and correspondence to that of hard manual work. Two questions are of special interest at this juncture: How came the shore of Gulf St. Vincent to be chosen for the scene of operations? and, Why was the first descent made on Kangaroo Island? The answer to these questions forms an interesting chapter in the history of Australian discovery.

Nothing is much more remarkable about the continent of Australia than the manner in which it was left by other nations to become a British possession. Its existence was known, though neither its geography nor extent, before Columbus discovered America. In the traditions of the past there are evidences that it was visited by voyagers from Malaysia, if not from ports in Asia. The maritime records of the sixteenth and seventeenth centuries contain references to expeditions under the flags of Spain, France, Portugal, and Holland, which were sent out to ascertain the correctness of current reports, and see what they could find. A map of the world which was probably executed at least 370 years ago, contains a largely conjectural outline of a great southern continent across which the title "Jave le Grand" is sprawled and there are numerous other names in French. Keeness of rivalry between the representatives of the several nations was more conspicuous than eagerness of acquisition, for they jealously withheld from each other the knowledge that was acquired; but beyond labelling their discoveries with names that are only retained because of their associations, they took no adequate steps to prove their value or otherwise.

Among these early navigators those of Dutch nationality were both the most numerous and venturesome. The former fact is accounted for by the proximity of the Dutch possessions in the East Indies as well as the high position occupied by Holland at the time as a maritime power. The latter quality has always characterized Dutch seamen, and it was never more strikingly exemplified than by those whose keels first furrowed the wild and stormy Southern Ocean. They left the memorials of their daring and hardihood in the names affixed to many a cape, gulf, bay, and island, along the northern coast as far east as the Gulf of Carpentaria, down the western seaboard to its southern extremity, and thence for hundreds of miles eastward again across the Great Bight. They scribbled the words "New Holland" on their charts across the territories, about half of which they had skirted, and a recognition of their right to do so may be discerned in the retention of that title on most maps long after

Captain Flinders, the first circumnavigator, had invented or suggested a better.

Passing by the discoveries of places which are outside the geographical scope of this narrative, it seems that the first glimpse of South Australia afforded to European eyes was accidental. Sailors in the seventeenth century were very much at the mercy of the winds and waves, the oceanic tides and currents. The ordinary type of bluff-bowed, blunt-sterned vessels in which they performed their voyages was about as handy to steer as a washing-tub, though it had the compensating advantage of being nearly as unsinkable as a bottle. Accordingly there was no running-to-time-table on a journey, and a ship's company was liable to find itself in an entirely unexpected locality.

Something of this kind apparently happened to the "Gulde Zee Paert" (Golden Sea Horse), under Captain Pieter Nuytz, in 1627. It was outward bound from the Fatherland, but, being blown past Cape Leeuwin, its commander, beating up from the south, sighted a previously unvisited coast, which he followed eastward for six or seven hundred miles. How often and where he landed cannot now be known, but the forbidding cliffs and wretched sandhills visible from the deck of his vessel must have presented a most unattractive outlook as the "Gulde Zee Paert" drifted and waddled past them. The captain of another vessel, the "Vlamin," who made a similarly accidental acquaintance with part of the same country, has left a terse description of the two hundred miles or so that he saw:—"A foul and barren shore, green fields, and very wild, black, and barbarous inhabitants." His predecessor did not sum up his impressions so succinctly, as far as is known, and following a customary practice he complimented the country he was the first to discover by calling it Pieter Nuytz Land. That title has long been forgotten, but a cluster of islands lying off Denial Bay, on the West Coast, still bears the name of Nuytz Archipelago, and probably marks the eastern terminus of this initial voyage of discovery.

Very high praise must be given to the brave and intrepid Dutch navigators for what they accomplished with such scanty means. Their vessels were small, and usually indifferently equipped, while their provisions and accommodation would in these days be utterly condemned. Their circumstances, however, prevented a lengthy stay, or extended examination, anywhere, and hence their observations were both superficial and circumscribed. This was probably one of the reasons why they were not followed up, but there were others. Though the conditions were unfavourable to immediate colonization, there was always the possibility of its being undertaken, and a jealous unwillingness to facilitate action of that kind by any competitor. How the maritime nations hated and fought with each other is a matter of history. Even if there were a nominal

peace, their representatives on the ocean or at a distance from Europe constantly engaged in piratical or semi-piratical enterprises against each other. The haughty Spaniards regarded the Portuguese navigators as formidable rivals in maritime affairs, and both of them regarded the Hollanders as enemies. On the part of the Dutch it may be admitted that there was much recent cause for the deadly animosity and suspicion that prevailed, which led them to observe not only reticence but concealment with regard to the information that was acquired.

There was consequently not a spark of generosity in the emulation of navigators, and instead of the fruits of scientific discovery being made public for the benefit of mankind, everything of that kind was treasured as a secret, to be rigidly guarded under lock and

fearing some more populous nation of Europe might make great establishments of trade in some of those unknown regions which might ruin or impair what they already have in the East Indies."

With this must be connected the tragic failure of successive attempts to establish Dutch colonization in Australia. The western coast-line, lying due south from Java, was necessarily the most inviting locality, but it was guarded by numerous uncharted rocks and islands, rendering navigation dangerous. Among these the Abrolhos have been exceptionally fatal, and upon them the "Batavia," frigate, was wrecked in 1629, just two years after the voyage of Pieter Nuytz. The "Batavia" was one of a fleet of eleven vessels sent out to take possession of New Holland. She had a crew of 200 men, besides 100 passengers, and a large



Photo by H. Krischoek.

KING WILLIAM STREET EAST.

key. From this policy it followed that many of the records, which would now be of surpassing interest, entirely disappeared from view, and inaction, which was dictated by the current circumstances, was indefinitely prolonged. Of course, some little information leaked out. Sir William Temple, who was Ambassador at the Hague in the latter half of the seventeenth century, reported that in his opinion the certainty of a southern continent had long been established. From the descriptions he had gathered he believed it to be as long as Java, to be marked on the maps as New Holland, but of indefinite extent to both south, east, and west. He added, as a statement he had received from the Dutch, "that the East India Company had long been forbidden, and under the greatest penalties, any further attempts at discovering that continent, having already more trade than they can turn to account, and

quantity of treasure. After the wreck the captain sailed in one of the boats for the mainland seeking for water, but being unsuccessful steered for Batavia. During his absence a mutiny broke out, and 125 of the shipwrecked people were killed. When the relieving vessel, the frigate "Sardam," arrived, the mutiny was quelled, the mutineers were tried, and two of them punished by being "marooned" on the mainland—the first Europeans to live and die on the continent being these two blood-stained criminals. Naturally, the colonization scheme was not proceeded with.

Near the same locality twenty-seven years afterwards the "Vergulde Draeck" (Golden Drake) went ashore. She had on board 195 persons, of whom only 75 reached the shore. Seven of them escaped to Batavia in a boat, but the remainder were never heard of again.

There was also 75,000 gulden, but the money was never recovered.

Yet a third disaster followed when the "Zeewick," or "Zuydeck," was wrecked on the Abrolhos in 1727. The object of her voyage was to found a settlement in New Holland, which would thereby have become Dutch in fact as well as in name. The survivors seem to have remained on the island for some months; long enough, indeed, for a boat to be constructed sufficient for 82 passengers, who returned to Batavia, leaving numerous evidences of their presence, of which there is an interesting collection in the Perth (W.A.) Museum.

These tragedies occurred within the century following the voyage of the "Gulde Zee Paert," returning to which for a moment it may be remarked that Captain Nuytz in all probability pursued an easterly course after making his landfall, partly because the prevailing

THE FIRST ENGLISHMEN.

Until Dr. George Bass and Captain Matthew Flinders, in 1798, ascertained that Van Diemen's Land was an island, by the conclusive method of sailing round it, the route for Sydney traders, whether outward or homeward bound, was outside that supposed promontory, instead of through the wide waterway appropriately named Bass Straits, and therefore on a voyage between the Cape of Good Hope and Port Jackson probably no part of the Australian continent was sighted. Captain Flinders had all the zeal and enthusiasm of the typical explorer. In the year 1800, having gone to England for the purpose, he induced the Admiralty to fit out the "Investigator," a war vessel previously called the "Xenophon," with the sloop "Lady Nelson," of 60 tons



Photo by H. Krischock.

KING WILLIAM STREET WEST.

winds were favourable, but also in the hope that he might find a passage to Java by that route; but when he found the trend of the coast to be southward after passing what is now called Denial Bay he naturally gave it up. He would certainly be disinclined to face the risks of rounding what was known as Van Diemen's Land, and believed to be a southerly extension of the continent. Had he proceeded a little further to the openings of the gulfs, entered Boston Bay, discovered the Adelaide Plains, and passed between Kangaroo Island and the mainland, Australia might now have been under another flag, and colonized by people of a different nationality. As it was, he returned on his course, bearing an unpromising report with him, and the veil of uncertainty which rested on the southern part of the continent was left unlifted for another century and three-quarters.

burden, to be used as a tender. The "Lady Nelson" was placed in charge of Lieutenant Grant, and was the first to leave England. Her voyage was of an extremely leisurely character, and interrupted by long delays at ports of call. After rounding Cape Leeuwin her commander kept to a more northerly latitude than any previous outward-bound vessel had done, in order to make the entrance to Bass Straits. As the result there loomed up before him, through the hot haze of an Australian summer morning, a rocky headland with warning breakers foaming over the reefs at its base, and in the distance two conical hills, verdant to their summits. The date was December 3, 1800. The headland was named Cape Northumberland, and the inshore landmarks Mount Gambier and Mount Schanck. The "Lady Nelson" was nearly eight months out from England. The glimpse of South Australia which her

commander obtained was the earliest ever afforded to English eyes, and the names he chose were the first of that nationality that were placed upon its map. Profiting by the previous discoveries of Flinders, and acting according to his instructions, Lieutenant Grant pursued a south-westerly course, took his little vessel through Bass Straits, and in due time brought up in Port Jackson.

It was not until early in 1802 that Captain Flinders, in the "Investigator," having reached Cape Leeuwin in the previous December, and proceeded to King George's Sound to refit, took up the task of surveying the south coast. He did so with characteristic thoroughness and care, and the journal of his voyage will always interest the student of Australian history. Several members of his ship's company were, or afterwards became, men of mark. Among them as a midshipman was John Franklin, who afterwards became Governor of Tasmania, and subsequently acquired renown as an Arctic navigator, one of many victims to Polar exploration. Another was William Brown, a celebrated botanist, and yet another, William Westall, a famous landscape painter of the time.

After skirting the head of the Great Bight on January 28, 1802, Flinders cast anchor in Fowler Bay, which he named after his first lieutenant. Thence he passed onwards, examining and naming the various indentations, headlands, and other landmarks, the nomenclature he used being either characteristic or commemorative, as a rule. Thus, Streaky Bay described a phenomenon which is still familiar to residents in the neighbourhood, though entirely unaccountable. Smoky Bay is distinctly reminiscent of what may often be seen on the Australian coast when bush-fires are raging inland, and Flinders recorded that the haze constantly gave an incorrect idea of the natural features, giving low-lying islands an aspect of steepness, and making a sandy beach resemble a precipitous cliff. Anxious Bay represents the feelings of all on board when in its neighbourhood, occasioned by stress of wind and weather; but Coffin Bay, though much more suggestive of trouble, was named in compliment to a seaman of rank, Vice-Admiral Sir Isaac Coffin.

On February 20 Sleaford Bay was entered and given a Lincolnshire name, in appropriate association with the town of Port Lincoln, to be established thereafter not far away. Most of the names in that neighbourhood, indeed, are reminders that Captain Flinders was a Lincolnshire man. Though Flinders could not know it, the bay was divided only by a narrow neck of land from deep and capacious harbours, opening from a far-stretching gulf. As the "Investigator," however, crept slowly round the intervening and irregularly shaped point, the attention of the watchful explorers was directed to new conditions in their immediate surroundings, which excited expectations of important discoveries. Along the coast that had been examined there

was no tide observed worthy of special observation, and therefore a strong outflow from the north created both wonder and speculation.

The area and general configuration of Australia were fairly well understood, but the nature of its vast interior was shrouded in impenetrable mystery. To solve the problem it presented was the great ambition of all explorers, both at the time and long afterwards. A deep gulf was known to exist on the northern coast, called after its discoverer, Peter Carpenter, but the absence of any inlet, river, or other waterway for so many hundreds of miles was disappointing. There were ideas in many minds of an inland sea—an Austral Mediterranean—and the question discussed when the watch was set that night was whether the observed current betokened a deep inlet, a great river, the outflow of an inland sea, or a strait running through to the Gulf of Carpentaria.

Before the matter was settled the saddest experience of the entire voyage had to be passed through. Some time on Sunday, February 21, Captain Flinders went to an island, eastwards, taking with him Mr. Thistle, the first mate of the "Investigator." In the course of the afternoon he sent Thistle in the cutter, with Mr. Taylor, one of his midshipmen, to take observations. The dusk fell suddenly, but before it deepened into darkness the cutter was seen to be returning under sail, and as it did not arrive when expected, a guiding light was shown. Anxiety deepened as time went on, and it was remembered that the cutter had been lost sight of rather suddenly. Presently Lieutenant Fowler was dispatched in search, but as he did not return for two hours a gun was fired in recall. The only report he had to make was that he had encountered a tide-ripple so strong as to nearly capsize his boat, and he feared that the cutter had been lost at the same place. Muskets were fired, and other means employed of attracting attention, but in vain. With the earliest light of the morning the search was resumed, and the cutter was found bottom upwards and stove in. No trace of the missing men was ever discovered, though the search was continued for several days before hope was abandoned.

How deeply Flinders and his little company felt this disaster may easily be imagined. Their isolation from the rest of the world for so many months of itself constituted a bond between them of no ordinary strength. Besides this, Mr. Thistle had served with his captain almost continuously for several years, during which time they had often been joint explorers, and shared in each other's hardships and dangers. An island was named after each member of the party, the adjacent cape was called Cape Catastrophe, and the head of an inlet where a memorial tablet was placed, Memory Cove. The tablet was a plate of copper, on which the following inscription was engraved:—"Memory Cove, H.M.S. *Investigator*, M. Flinders,

Commander. Anchored here, February 22, 1802. Mr John Thistle, master; William Taylor, midshipman; and six able seamen were unfortunately lost near this place from being upset in a sudden squall. The boat was found, but the bodies were not recovered." After suffering from exposure to the weather for many years, the fragments of this plate were collected and preserved from destruction by being placed in the Adelaide Public Library and Museum.

Leaving this neighbourhood with its melancholy associations, Flinders proceeded up the western shore of the gulf. He entered Boston Bay, the capacious harbour of Port Lincoln, which furnished an excellent subject for the brush of Mr. Westall, the artist. Other

cated that the *Ultima Thule* of the expedition in that part of the world had been reached.

Down the eastern side of the gulf, which he named after Earl Spencer, the First Lord of the Admiralty when his expedition was decided upon, Flinders proceeded, and after doubling a cape at its extremity, to which the same name was given, he discovered and named the Althorpes. Land was now observed in the south, and stretching away to the southwest, but whether it was part of the mainland or not was unknown. To settle the matter the "Investigator" stood over to fulfil its designation, and being caught in a storm sought and found shelter in a bay which was called after Sir E. Nepean, who was then First Secretary of the Admiralty.

KANGAROO ISLAND.

The shelter thus obtained no doubt proved welcome, but the shores of the bay provided a superior attraction to any other place the explorers had visited, because they abounded with game, which provided a much-appreciated variety to the ordinary bill of fare.

Captain Flinders thus describes what took place on the morning after his arrival:—"On going towards the shore, a number of dark-brown kangaroos were seen feeding upon a grass plot by the side of the wood, and our landing gave them no disturbance. I had with me a double-barrelled gun, fitted with a bayonet, and the gentlemen (my companions) had muskets. It would be difficult to guess how many kangaroos were seen, but I killed ten, and the rest of my party made up the number to thirty-one, taken on board in the course of the day. The least of them weighed sixty-nine, and the largest one hundred and twenty-five pounds. These kangaroos had much resemblance to the large species found in the forest lands of New South Wales, except that their colour is darker, and they were not wholly destitute of fat. The whole ship's company were engaged in the afternoon in skinning and cleaning the kangaroos, and a delightful regale they afforded after four months' privation from almost any fresh provisions. In gratitude for so seasonable a supply I named this southern land 'Kangaroo Island.'

"I scrambled through the brushwood and over fallen trees to reach the higher land with the surveying instruments, but the thickness and height of the wood prevented anything else being distinguished. There was little doubt, however, that this extensive piece of land was separated from the mainland, which accounted for the extraordinary tameness of the kangaroos and the presence of seals upon the shore, thus also proving the absence of human inhabitants, of whom no traces were found.

"On the day following the scientific gentlemen landed, and in the evening eleven more kangaroos were brought on board, but most of these were smaller and



CAPTAIN FLINDERS.

bays and headlands were noted and named, including Franklin Harbour, after John Franklin, the midshipman. Presently the shores of the gulf were seen to be drawing closer together, and the slacker tide-flow discouraged the hope that a gateway to the interior was near. When at length the Investigator could proceed no further, the inlet was followed up by boat to past where Port Augusta now stands, and inland excursions were made. His own name was attached to the great range running northward, that of Mr. Brown, his botanist, to one of the loftiest peaks, and Mount Arden was named after another of Flinders's companions. But there was no possibility of penetrating far from the shore. A dreary waste of mud-flats, and beyond them comparatively arid plains, indi-

seemed to be of a different species. Some of the party saw large running birds, supposed, according to descriptions, to be the emu or cassowary.

"A thick wood covered all that part of the island visible from the ship, but the trees in a vegetating state were not equal in size to those lying on the ground, nor to the dead trees which were still standing. Those on the ground were so abundant that in ascending to the higher land a considerable part of the walk was made on these fallen trunks. They lay in all directions, and were nearly all of the same size and in the same progress of decay, whence it would seem that they had not fallen from old age, nor yet been thrown down in a gale of wind, but had succumbed before a general conflagration.

"The soil of that part of Kangaroo Island examined by us was judged to be much superior to any before seen either upon the south coast or upon the islands."

We shall see later on what effect this highly favourable report, being confirmed by the visits of other navigators, had upon future action; but, meanwhile, it is necessary to follow the course of Captain Flinders, who narrowly missed an opportunity of making the results of his voyage much more valuable than they were. Leaving Kangaroo Island he stood across towards the mainland near Cape Spencer, and presently found himself in another gulf, which he named Gulf St. Vincent, and on the peninsula between them he bestowed the patronymic of the Right Hon. C. P. Yorke.

It would almost seem as though a spice of discouragement had crept into his mind by the discovery that each of the gulfs terminated in a *cul de sac*, for he passed by the most promising region lying near his course with slight and generally disparaging remarks. He named the hill at the head of Gulf St. Vincent Hummock Mount, and the highest point of the range to the eastward, Mount Lofty. But he wrote:—"The nearest part of the coast was distant three leagues, mostly low, and composed of sand and rock, with a few small trees scattered over it; but a few miles inland, where the back mountains rise, the country was well clothed with forest timber and had a fertile appearance."

Everyone who has crossed the Gulf knows how the plains are foreshortened to the eye from the deck of a vessel, and how uninviting are the mangrove swamps and sandy flats, which would be the first things met with by a boat's crew on landing. The superficial and inadequate description may thus be explained, but if Flinders by some lucky chance had found his way into the Port stream, and done a day's marching towards the foot of the hills, he would have had a very different report to enter in his log.

Pursuing its eastward course the "Investigator" touched again at Kangaroo Island, where it is recorded that not less than thirty emus were seen on shore at one time. In the account of the previous visit it was

stated that half a hundredweight of kangaroo heads, forequarters, and tails were stewed down into soup for dinner on that and the succeeding days, "and as much steak given, moreover, to both officers and men as they could consume by day and by night." Possibly it was in honour of this royal repast that, having given the name of his vessel to the straits connecting the gulfs that had been visited, the exit was styled Backstairs Passage, with Antechamber Bay close at hand, and "The Pages" in the offing.

A STRANGE ENCOUNTER.

These sentinels had not long been left astern when the lookout reported a white rock ahead, which, however, proved to be the sails of a vessel standing in the opposite direction. The condition of the world when the nineteenth century began is illustrated by what immediately followed. Flinders says:—"We cleared for action in case of being attacked. The stranger was a heavy-looking ship without any topgallant-masts up, and on colours being hoisted she showed a French ensign, and afterwards an English Jack forward, as we did a white flag. At half-past five, the land being then five miles distant to the north-east, I hove-to, and learned, as the stranger passed to leeward with a fair wind, that it was the French national ship, 'Le Géographe,' under the command of Captain Nicholas Baudin. We veered round as 'Le Géographe' was passing so as to keep our broadside to bear in case the flag of truce should be a deception, and having come to the wind on the other tack, a boat was hoisted out, and I went on board the French ship, which had also hove-to."

At that time Napoleon was First Consul, and England and France were in a condition of chronic hostility, but before Captain Flinders left England a passport was obtained for him from the French Government ensuring the expedition against molestation from any of the armed ships of the enemy, on the ground that it was engaged solely in scientific pursuits. Nevertheless, it will be observed that Flinders was seaman enough to secure the weather gauge of his possible antagonist, and to keep his broadside bearing upon him until he was satisfied that the flag of truce would be respected.

It was fortunate that the meeting took place on the open sea, where the crews had no chance of falling foul of each other, instead of in some inlet or bay, for the temper of the British Jack Tar was not to be trusted, and given the opportunity ashore he would have felt it a sacred duty to hammer a Frenchman. As it was, the intercourse between the captains was entirely amicable. They inspected each other's passports, and being satisfied with their *bona fides*, exchanged information and mutually communicated their several discoveries. Flinders learned that "Le Géographe" had parted from its consort, "Le Naturaliste," in Bass Straits

during a heavy gale, and had lost its "geographical engineer" with the largest boat and its crew. He ascertained, also, that the French expedition had been engaged for some considerable time in Van Diemen's Land, and had examined part of the Australian coast. On his part he presented his fellow-explorer with charts showing his route.

When the vessels parted company, "Le Géographe" continued its westward course. Its presence at Kangaroo Island is attested to this day by an inscribed stone, locally known as the Frenchman's Rock, which the elements have done much to disfigure and obliterate. While making use of the information supplied by Flinders, Monsieur Peron, the naturalist of the French



CAPTAIN STURT.

expedition, claimed full credit for observations, as if they were original discoveries, re-naming the places visited according to fancies of his own. Thus he described the two gulfs on his chart as Golfe Josephine and Golfe Buonaparte respectively, Kangaroo Island as L'Isle Décres, and so on.

Flinders was more chivalrous. In memory of the pacific encounter he named the sheet of water where it took place Encounter Bay, and until he reached the point where another Englishman was first on the scene, he recognized the first discoverer's right to affix titles indicating priority, by allowing the French names on the South Australian coast to stand unaltered, as they do to this day.

DOWN "THE AUSTRALIAN NILE."

During the quarter of a century that followed the voyage of the "Investigator" but little addition was made to the geography of South Australia. At the end of that time, however, and almost coincidently with the rise of the colonization movement in England, enterprises were set on foot in New South Wales, which yielded unexpectedly important results. After the passes of the Blue Mountains behind Port Jackson were traversed and good country discovered beyond them, exploring expeditions in different directions met with rivers that were all flowing in a westerly direction. What became of them was necessarily an interesting question. The Darling, with its tributary the Macquarie, the Lachlan and the Murrumbidgee with their affluents, had been traced for a considerable distance. Hume and Hovell, on a cross-country excursion from Lake George to Western Port, where a settlement had been founded, had to cross a large stream, to which the former gave his father's name: another, which was first called the Hovell and afterwards the Goulburn, the Ovens, and several more. As no navigator had discovered any such outlet to the ocean as the body of water they collectively contained must require, the only alternative seemed to be a great inland sea, the probable existence of which conjured up all kinds of romantic possibilities.

Captain Charles Sturt, who had penetrated as far as the Darling, and traced the Macquarie till it spread into vast and impenetrable reed-beds or marshes, was selected for the task of setting the matter at rest. He left Sydney on November 3, 1829, his party consisting in part of prisoners, who, it is pleasant to note, behaved as well and worked as hard during the trying expedition as the free men. The only method of land travel in those days was on foot or horseback, the stores and impedimenta being carted on drays, so the progress was necessarily slow. That was not the worst of it, for on leaving the foothills of the ranges behind and emerging on the central plain, there was no getting on with wheeled vehicles at all. Reed-beds, bogs, and swamps stretching away for miles made the prospect disheartening and even hopeless.

The leader of the party saw at length that he must either turn back in defeat or commit himself, and as many as he thought it necessary to take, to the river itself, to go whithersoever it might carry them. Materials had been prepared for boat-building, and the work was put in hand forthwith. Within four days two boats were ready, painted and all. The party was divided, instructions being given to those who were left behind so that he might have a base to fall back upon.

The boat journey was begun in high spirits, though Sturt knew he was entering on a perilous undertaking. He described it, indeed, in his journal as a "desperate adventure." What would now be a mere pleasure trip

was then fully worthy of the terms he employed, for the uncertainties of the unknown region towards which his face was set were enough to daunt the most courageous heart, and the responsibility of leadership counted probably for more than any sense of personal risk. Sturt left his camp with a very great doubt in his mind whether he or any of those who were going with him would ever see it, or civilization, again.

All was not plain sailing at first, for in places the Murrumbidgee was almost blocked by fallen timber, and to strike a snag might have meant serious trouble. This difficulty, however, was ended when the boat suddenly shot out into a much broader stream, which Sturt rightly conjectured had been formed by the junction of the rivers crossed higher up by Hume and Hovell. Hopes at once were raised by the mere sight of the gently flowing current, and success, however distant, appeared certain. Another junction, presumed to be that of the Darling, was observed, and strengthened this conviction. With all the twistings and doublings back of the course its general tendency was westward, till the line that was afterwards to become the South Australian border was passed. Then the trend for a long distance was south-westerly, to be succeeded by a north-west bearing. The anxieties, hopes, fears, and conjectures of the voyagers as each bend was turned, when no one knew what the next reach might reveal, can hardly be imagined.

Speculation had the freer play, because the outlook was so extremely limited. On the river the banks generally shut out the view, and though, when the cliff-like formation on the lower Murray was reached, it caused great admiration, it narrowed the range of vision. No eminence could be discerned by landing parties from which a general view of the scenery and surroundings could be obtained. There was nothing to do but to wait for developments and be prepared for anything that fortune had in store.

At length the North-west Bend, as it was afterwards called, was left behind, and it soon became evident that the river, which for long distances had seemed to have a southerly inclination, had finally adopted that direction for good and all. Distant ranges began now to be seen to the westward, and the most prominent of them Sturt conjectured, though erroneously, to be Mount Lofty, which had been observed by Flinders from Gulf St. Vincent nearly thirty years before.

Evidently the problem was solved, or at least on the eve of solution. The great east-central basin had as the outlet of its river system an opening into the ocean at Encounter Bay. Already in fancy the roar of the breakers seemed to be in the boatmen's ears, though caution suggested that the sound might be the wind among the trees. It was a keen and almost cruel disappointment when at least it was found that the Murray distributed itself in an extensive and shallow lake.

To this wide but most unwelcome sheet of water Sturt gave the name of Lake Alexandrina. It was a relief to his tired men that they were able to use a sail in crossing it instead of oars, but it baffled him sorely nevertheless. It was a wearisome and laborious task to find its outward channel, but they persevered. Across the mud flats they dragged their boat when necessary, and toiled on till they reached the narrow strip of sandhills which run paralalled with the sea.

Over to the beach Sturt walked with some of his companions, and afterwards considerably allowed the rest of them to follow his track that they might have a dip in the sea, which they immensely enjoyed. Some of them relished still more the load of cockles they brought back, which gave them for supper an agreeable change.

What must have been the feelings of Captain Sturt as he paused on some hillock where his horizon was widest, and gazed upon the scene? Behind him was the river, which by its saltness, had already demonstrated its connection with the sea. Over his right shoulder rose the range which, as he says, towards its extremity turned to run parallel with the shore, and its slopes and gullies gave promise of fertility. On his extreme right he saw what he believed to be Kangaroo Island and afterwards Cape Jervis, but was more probably the summit of Rosetta Head. He stood, apparently, midway in the great arc that is made by the curving shore of Encounter Bay. Before him was the wide and desolate ocean, on which no sail glimmered. To his left the smooth and sandy beach extended as far as he could see, and it was finally lost in the haze caused by the league-long rollers breaking on the shore. Nearer at hand there rose a shining sandy headland, at the foot of which there seemed to be an angry surf. There, if anywhere, must be the river's mouth.

Starting at 3 o'clock in the morning, in the clear moonlight, Sturt, with his companion McLeay and his servant Harris, tramped the seven miles to the extremity of the sand spit. He wrote:—"The mouth of the channel is defended by a double line of breakers, amidst which it would be dangerous to venture, except in calm and summer weather; and the line of foam is unbroken from one end of Encounter Bay to the other. Thus were our fears of the impracticability and inutility of the channel of communication between the lake and the ocean confirmed."

Returning to camp he had to face a situation of extreme gravity. The store of provisions at the outset had been none too ample, and it had been reduced by the sinking of one of the boats on the downward voyage. The men were on half rations, and were weakened by poverty of diet and fatigue. Nothing was left but flour, and only by fulfilling with close exactness a carefully-calculated programme would the meagre allowance

of a pound a day hold out till the camp was reached. To do this, every day's journey must be the same in length as a day's journey down. Added to this was the manifest hostility of the blacks in the immediate neighbourhood, who were swarming in hundreds, and seemed bent on attack. Quickness of departure and celerity of movement afterwards, seemed to afford the only hope of extraction from a dangerous situation.

Sturt and McLeay resolved to take their share of rowing with the men, and in this spirit the start was made for a 2,000-miles pull up-stream. Happily, for a long distance, the south-west wind was favourable,

cording the arrival at the Murrumbidgee depot, Sturt writes:—"Thus it will appear that we regained the place from which we started in seventy-seven days, during which we could not have pulled less than 2,000 miles." The pity of it was that the camp was found empty and abandoned, which caused the men well-nigh to lose heart. Seventeen days were spent in toiling up the difficult Murrumbidgee, during which all grew weaker, and one of the men went "off his head." Two of them were sent forward by land to obtain relief, which only arrived six days afterwards, when the last ounce of flour had been served out.



Photo by H. Krischock.

NORTH TERRACE LOOKING EAST FROM KING WILLIAM STREET.

and on the long open reaches of the river it saved much of the labour at the oars. Captain Sturt was a most painstaking explorer, and from this characteristic everyone derived the benefit. On the downward voyage he sat in the stern of the boat, with chart and compass before him. Every variation of direction was immediately and accurately jotted down, so that on the return there was constant encouragement to be given by the knowledge of what was immediately ahead, and the distance traversed was plainly marked on the map.

Nothing but the continuance of ideal conditions between the leader and led, coupled with dogged perseverance on the part of everyone, could have enabled the party to accomplish its wonderful feat. When re-

Mr. Ernest Favenc, himself an explorer, says of Captain Sturt's Murray journey:—"This expedition, from whatever light it is regarded, either as the most important contribution ever made to Australian geography, or as an example of most wonderful endurance and patient heroism, is equally one of the most glorious in this history. The leader and his men were alike worthy of each other." One of its most remarkable features was the wonderful tact and skill exhibited by Sturt in his dealings with the aborigines. He was dozens of times in the most deadly peril, and very often the position was so desperate that he stood with his gun at his shoulder and his finger on the trigger, but yet neither he nor his men ever sustained actual personal

injury, and he never fired a shot. There is a perfectly justifiable and modest pride in his statement:—"I have the satisfaction to know that my path among a large and savage population was a bloodless one, and that my intercourse with them was such as to lessen the danger to future adventurers on such hazardous enterprises, and to give them hope where I had so often despaired."

Though Captain Sturt was unable to closely examine the country through which he passed, his expedition had a direct effect on its colonization. He was too cautious to give a favourable report without having made a thorough inspection, and he felt somewhat keenly that his arduous labour, for lack of opportunity, had so little positive result. He said:—"While the expedition was toiling down the river no rich country opened upon the view to reward or to cheer the perseverance of those who composed it, and when, at length, the land of promise lay smiling before them, their strength and their means were too much exhausted to allow of their commencing an examination, of the result of which there could be but little doubt."

The generally pessimistic tone which is observable in Captain Sturt's account of his discoveries is easily accounted for. He was greatly broken in health on account of the terrible fatigue and severe privation he had endured, and was tempted to consider that the game had not been worth the candle. Surveying his route comprehensively, the general impression it necessarily produced was not encouraging, for there was evidently a vast stretch of unpromising country to the westward of the Blue Mountains, which, by its mere extent, dwarfed into relative unimportance the more attractive region that lay beyond, and rendered it seemingly remote and inaccessible. He dreaded the idea of making his narratives anything like travellers' fairy tales; limited himself, as a rule, to a bare statement of facts, and hence his accounts were liable to err on the side of being prosaic, tame, and colourless.

Nevertheless, he could not conceal the favourable though vague impression produced upon him by the appearance of the country at the furthest part of his journey, though he had only hurried glimpses of it, and was too harassed to seek or obtain anything else. He says:—"Cursory as my glance was, I could not but think I was leaving behind me the fullest reward of our toil, in a country that would ultimately render our discoveries valuable, and benefit the colony for whose interests we were engaged. Hurried, I would repeat, as my view of it was, my eye never fell on a country of more promising aspect, or a more favourable position, than that which occupies the space between the ranges of St. Vincent Gulf, and, continuing northerly from Mount Barker, stretches away without any visible boundary."

Though he recommended a further examination, in his ultra-caution, he refrained from urging, as strongly as he felt them, opinions which were only based on pro-

bability and conjecture. Nevertheless it appeared pretty evident to him that "unless Nature had deviated from her usual laws this tract of country could not but be fertile, situated as it was to receive the mountain deposits on the one hand, and those of the lake on the other."

Anticipating that Captain Sturt might emerge from the interior of Australia on its southern coastline, the New South Wales Government dispatched the cutter "Dart" to look for, and, if need be, relieve him. The schooner "Isabella," also, while *en route* from King George's Sound to Sydney, was instructed to search the coast for signs of the explorer. A sight of either of these vessels would have been inexpressibly welcome to Sturt and his travel-worn party when they gazed over the Southern Ocean; and had they been ten days later they might have been spared the terrible up-river journey. It happened, however, that the schooner and cutter both missed Sturt and each other.

The "Dart" searched the southern coastline from Cape Bridgewater to Port Lincoln, including both Spencer Gulf and Gulf St. Vincent, and brought back some interesting information. The captain learned from a sealer on Thistle Island that a very large sheet of water existed near Encounter Bay, and received from him a copy of a letter, written by Captain Forbes, of the "Prince of Denmark," reporting the same important discovery. Captain Forbes said that part of his sealing gang, stationed at Kangaroo Island, during their excursions on the mainland had discovered this vast lake, and he hazarded the opinion that its outlet was in Gulf St. Vincent. It was proved by the voyage of the "Dart" that this was a mistake; but it appears certain that Lake Alexandrina, or some portion of the lake system of which it forms a part, had been visited by European sealers from the south many months before Captain Sturt entered it from the north.

Captain Sturt reached Sydney about a fortnight after the "Dart" returned to that port. His report corroborated the information it had brought, and when his strong but guarded impressions of the value of the country were laid before Governor Darling, His Excellency perceived at once the importance of testing their correctness, and at the same time of linking up the discoveries made by Captain Flinders with the observations made by Captain Sturt in the same part of Australia, to which he had been so unexpectedly led.

Both the opportunity and the man for carrying this purpose into effect were almost immediately available, and thus it happened that one of the most useful minor expeditions in the early history of Australian exploration, and at the same time one of the saddest, was carried through without delay.

CONNECTING AND CORRECTING.

Captain Collet Barker, of the 39th Regiment, was about to be withdrawn from King George's Sound. He

had not long previously been removed from Port Raffles, one of the abortive settlements on the northern coast, where he had acquired much knowledge of the natives and been successful in his dealings with them. He was also a man of much natural energy and information, which rendered him eminently suitable for the work. He was therefore instructed, as soon as he had transferred his charge to Captain Stirling, to proceed to Cape Jervis and thence to examine both the coastline and the interior.

The "Isabella," with Captain Barker on board, arrived off Cape Jervis on April 13, 1831, and, the weather being clear and favourable, proceeded to follow up the eastern coast of Gulf St. Vincent, keeping as near the shore as practicable. This course was pursued till latitude $34^{\circ}40'$ was reached, which is higher up the gulf than the inlet on which Port Adelaide stands, but the entrance to it escaped observation. The deceptiveness of unfamiliar appearances is strikingly illustrated by the statement that "the ranges behind Cape Jervis terminated abruptly at Mount Lofty, and that a flat and wooded country succeeded to the north and north-east." One object of the voyage was to ascertain whether there was any connection between Lake Alexandrina and Gulf St. Vincent, and this being determined in the negative there was no advantage to be gained by continuing northwards. The point where the "Isabella" put about is fairly recognisable from the record that "the shore of the gulf tended more to the north-north-west, and mud flats and mangrove swamps prevail along it."

The first landing was made on the 15th, but there was no lengthened stay on shore. Two days afterwards Captain Barker, accompanied by Mr. Kent, of the Commissariat Department, his servant (Mills), and two soldiers, landed again, prepared for a somewhat extended excursion. They discovered a small entrance with a bar at its mouth, which they crossed, and found "a narrow inlet of four miles in length, that terminated at the base of the ranges. The party were quite delighted with the aspect of the country on either side of the inlet, and with the bold and romantic scenery behind them. The former bore the appearance of a natural meadow, lightly timbered, and covered with a variety of grasses. . . . On the other hand, a rocky glen made a cleft in the ranges at the head of the inlet, and they were supplied with abundance of fresh water from the deeper pools, that had been filled by the torrents during the late rains."

The party was so charmed that it stayed at this place that night, and next morning Barker and Kent and Mills set out for Mount Lofty, leaving the two soldiers at the camp. It would be interesting to trace the footsteps of this small party of white men, which was the first to thread the avenues of the virgin bush, and struggle through what was then an untrodden wilderness, but is now seamed in every direction with well-made roads. The difficulty is that few conspicuous landmarks are men-

tioned, and the names that are now so freely sprinkled over the locality were then unknown. There may be an error as to the starting-point, but the only place along the coast that stands at the head of an inlet four miles long, leading to the base of the ranges, with a rocky glen on one side and a meadow-like expanse on the other, is Noarlunga, and all but the latter of these natural features are still there to bear witness.

Apparently it was in the well-known Horseshoe near the ford, for the sake of fresh water, that the party camped. A hint of the route taken by Captain Barker the next morning is given by Mr. Kent, who said they kept the ridge all the way, and rose from the sea by a gradual ascent. Should any pedestrian be ambitious to try the same road to Mount Lofty he would have to climb out of the Horseshoe by Church Hill, leave Morphett Vale, Happy Valley, and Coromandel Valley on his left, and Clarendon on his right. He would then work his way along the high ground not far from Cherry Gardens and Upper Sturt, till he reached the Waverley Ridge, above Crafers, whence he would have no difficulty in reaching the top.

This line of march is not given as necessarily correct, but it is certainly nearer the mark than a statement that was published in 1838, which confused "the inlet" with the Murray-mouth, and said the bar was "between the sea and the lake." From that point Mount Lofty is distant seventy or eighty miles in a straight line.

However he got there, it is certain that Captain Barker stood on the summit of "the mount." Many thousands since then have found their way to the commanding point near where the beacon now stands, attracted by the magnificence of the view it affords, but he was the first to drink in its loveliness and appreciate its promise. One question that he was commissioned to answer was settled at once, for to the east rose the hill or mountain Captain Sturt had noticed from the Murray and the lake, and it was ten miles away. When informed of it, Captain Sturt promptly accepted the correction of his error in supposing it to be Mount Lofty, and in honour of his companion-in-arms, who was also a brother explorer, gave Mount Barker the name it bears.

From various points and during several hours the party seems to have indulged in a revel of gazing, and the scene was well worth it. Far in the back-ground the Hummocks Mount was recognized at the head of the gulf. On the coast an inlet was detected which had escaped notice from the ship, and was presumably the shining "North Arm" reflecting the sunlight. Away to the north and south stretched the immense plains—a natural park—their abundant timber giving evidence of their fertility. In the foreground the gullies and spurs were as picturesque then as now—probably more so—and close at hand were forest giants, one of which measured forty-three feet in girth.

The prospect was studied as well as admired, and observations were taken to settle the geography, among which it is noteworthy that, with remarkable nearness to exactitude, Captain Barker reckoned the altitude of Mount Lofty to be 2,400 feet above the sea. On the return journey the outward track was followed, and when the pedestrians reached the camp they found a plentiful supply of fish, caught by the two soldiers, awaiting them. Four days were occupied in this excursion, and they were fruitful in results.

After joining the "Isabella" the party proceeded down the Gulf, and several inland trips were made, but it is difficult to trace Captain Barker's various routes with any exactitude until he arrived at a point somewhere near the Murray-mouth, for usually they are only indicated by a compass-bearing, and to distinguish between one range or valley and another is almost impossible. It appears, however, that he obtained a good general idea of the country lying between the lake and the gulf, and landed at different points on the coast, before he reached the locality where his survey would be completed, and met with his tragic fate. The sandhill on the left bank of the Murray at its outlet, long afterwards known as Barker's Knoll, had been noticed by Sturt, and from its elevation promised an extensive field for useful observation. Captain Barker was the only one at the spot who could swim well. Mr. Kent fastened the compass on his head, he safely negotiated the current, his friends watched him ascend the sandhill and disappear over its brow, but they never saw him again. It was afterwards ascertained that he had been attacked by three natives, who speared him and threw his body into the surf. It was a piece of wanton savagery perpetrated on a defenceless man.

Captain Barker's memoranda were, of course, preserved, and the substance of them was communicated to Captain Sturt by Mr. Kent, who added his own account of the expedition. The favourable character of the report thus compiled was promptly endorsed by Sturt as harmonizing with the expectations he had formed, and he incorporated it in the account afterwards published of his own expedition. He said:—"From the above account it would appear that a spot has at length been found upon the south coast of New Holland to which the colonist might venture with every prospect of success, and in whose valleys the exile might hope to build for himself and his family a peaceful and prosperous home. All who have ever landed upon the eastern shore of St. Vincent's Gulf agree as to the richness of its soil and the abundance of its pasture."

This verdict reached England at the very time when its publication was likely to be most effective. The South Australian Association was formed within a few weeks of Barker's expedition, and was zealously pursuing its propaganda with the object of arousing public interest on behalf of a chartered company when the news

was received of his successful exploration, together with its pathetic close. It instantly focussed attention on the particular locality he had visited, and of which such an alluring picture was drawn. From that time a settlement on the eastern shore of Gulf St. Vincent entered largely into the colonization programme, and gave definiteness to the scheme.



Photo by H. Krischock.

QUEEN'S STATUE.

While Barker's brief but instructive expedition was in a sense supplementary to that of Sturt, and connected the observations of the latter with those of Flinders, giving to both of them a greatly enhanced value, additional information had been gathered in the meantime, which had its share in influencing public opinion. Navigators, of course, paid special attention to the harbours they found, and did not penetrate far inland; but in those days what peculiarly interested them was of primary

importance as proving the existence of suitable centres for both settlement and trade.

THE FRENCHMAN AND OTHERS.

After parting from Flinders in Encounter Bay, Commander Baudin pursued his way eastward. It was, no doubt, painfully disconcerting to be forestalled as he was in the more important purpose of his voyage by the ubiquitous Englishman, and to know that he only missed his chance by the narrow margin of a few days. This chagrin was made apparent in the acknowledgment of the first lieutenant of "*Le Géographe*" to Flinders when they met some time afterwards at Port Jackson:—"Ah, Captain, if we had not been kept so long picking up shells and catching butterflies at Van Diemen's Land you would not have discovered the south coast before us." Nevertheless, Baudin made the best of it. He took what credit he could for discoveries, whether they were original or not, and endeavoured to support it by putting new names to the places that came within his range. For Terra Australis he substituted *Terre Napoleon*. He stayed longer at Kangaroo Island than Flinders had done, examined it more thoroughly, and left a permanent record of his presence. The French names scattered along the southern coast thus originated. Hog Bay is said to owe its distinctly English name to the numerous descendants of pigs turned loose by the French expedition, and the "Frenchman's Rock," with its half-obliterated inscription, still stands to bear mute witness.

Following their usual plan, the French navigators re-named Port Lincoln Champigny Port, and Boston Island Lagrange Island, and under these titles they appeared in the interesting account given of them by M. Peron, the naturalist of the expedition, in his account of the voyage. He said:—"On the western side of the gulf and near its entrance is Champigny Port, one of the finest and most secure in New Holland; in every part of it is an excellent bottom; the depth of water, even close in with the land, is from ten to twelve fathoms, and such is the capacity of this magnificent port that it is competent to receive the most numerous fleets. In front of this port is Lagrange Island, four or five leagues in circumference, and which, placed exactly in the middle of the mouth of the port, leaves on each side a passage from two to three miles broad; in both which passages a vessel can work with ease and security. Finally, as if Nature were inclined in favour of Champigny Port, to change the character of monotony and barrenness stamped on the neighboring lands, she has formed its shores of gently rising slopes, and clothed them with umbrageous forests. We did not find any fresh water at this spot; but the vigour and luxuriance of the vegetation, and the height of the country, to us were certain indices of the existence of some rivulets, or at least of some copious springs. On this the most favoured part of Napoleon

Land there are certainly numerous tribes of inhabitants, for the whole country seemed in flames. So many exclusive advantages secure special importance to Port Champigny, and I may fearlessly affirm that, of all the points of this land, this is the best adapted for the establishment of an European colony."

A punning critic might be excused for suggesting that the writer must have been a little "champagny" himself when he wrote the latter part of the above paragraph; but, after re-visiting the locality a few weeks later, he repeated what he had said with even stronger emphasis, and waxed still more enthusiastic concerning the fertility of the soil, the promise of the valleys, and the other natural advantages.

The next in order of time to visit the locality, and communicate his impressions, was Captain Dillon, the discoverer of the remains of La Perouse, who spent three months on the southern coast in 1815. He landed at Port Lincoln, and spent two days there. His report confirmed what his predecessors had stated about the excellence of the harbour, and asserted that the timber he saw was large and in great plenty. The hills were covered with trees, and he considered the land to be fertile and productive.

Enough was known about Kangaroo Island in 1818 to induce some Sydney merchants to fit out a vessel of 140 tons, for the purpose of obtaining a cargo of seal-skins and salt. Captain Sutherland, who was in command, had been many years in the trade between England and Sydney, and, having resided in Tasmania, had obtained some experience as a practical agriculturist. He remained at the island seven months—long enough, indeed, to grow and enjoy his own cabbages, and sailed twice around it. In a somewhat lengthy report, published afterwards in London, he spoke favourably of the fertility of the soil. He mentioned that his men, on their numerous expeditions, never had occasion to carry water, and could always rely on obtaining fresh meat in the form of game. His observations extended to the climate, which he described as temperate and agreeable, and to the productions, of which he regarded salt and timber as the most important. There were neither natives nor native dogs, and the kangaroos were large, fat, and abundant. He was altogether so pleased with the prospects that he declared his intention of settling on the island if a colony were founded.

Similar, though less definite, information was obtained from other sources. Flinders had referred to the presence of seals on the rocks as well as of kangaroos on the shore, and to the tameness of both, as proving the absence of human inhabitants. Such allusions, together with the descriptions of the harbours, could not fail to attract both whalers and sealers, of whom there were many in the Southern Seas. No doubt many voyages were made of which no record is left, and what hints are

obtainable indicate that they were fairly successful. Captain Dillon, for example, took 7 tons of salt on board, and would have had 40 tons more, only, after being collected, it was dissolved by rain; and he also took 500 seals. As late as 1832 a party of thirty persons was stationed at Port Lincoln, with five boats, for the purpose of catching whales, similar enterprises in the previous three years having been very successful. Whales were reported to be growing scarce, but seals still plentiful.

One result of these operations was that the conditions described by Flinders underwent considerable alteration. There were no white men in Southern Australia when he first visited it, but Captain Sutherland found several bad specimens of Europeans on Kangaroo Island. Some of them had escaped from the convict settlements, and others had left whaling or sealing vessels. Sutherland's account of them was condemnatory and repulsive. He says they had stolen native women from the mainland, whom they used as slaves and treated cruelly. One of these women is reported to have swum across Backstairs Passage—nine miles—to regain her freedom. According to Sutherland, the men were complete savages, living in bark huts, clothed with kangaroo-skins, and smelling like foxes.

When the early colonists reached Kangaroo Island it was observed that the timber did not agree with the description given by Flinders, and the explanation given was that during the intervening period the island had been repeatedly ravaged by bush fires. The large, dark-brown variety of kangaroo weighing up to 120 lb., of which Sutherland, as well as Flinders, had spoken, could not be found, and the supposition was that continued hunting, both by the men who lived on the islands and the parties who visited it, had resulted in its practical extermination.

The position in 1835 was that there were about seven white settlers on Kangaroo Island, of whom a man named Waller claimed to be the senior in residence, having been there fourteen years, and he was the self-styled Governor. They had cleared little patches in the scrub, which they cultivated with hoes, obtained water-melons and other vegetables, and grew a little wheat, which they ground between flat stones to make meal for their damper. For animal food, in addition to wallabies, wild fowl, and fish, they had pigs and poultry. For trade they had salt and the skins of seals and wallabies, which they prepared for export. In some respects at least they lived an exceedingly simple and primitive life, not far removed from barbarism. The changed aspect, however, was not very well known, and the reports of the country and its capabilities that had been circulated were rich in promise. Hence the selection of the eastern shore of Gulf St. Vincent for the coming experiment in colonization, and Kangaroo Island, not far away, for the first and tentative settlement.

TAKING POSSESSION.

If ever the cry of "Land Ho!" was welcome, it must have been on board the "Duke of York" when the rugged headland of Cape Borda was dimly descried through the grey morning haze on July 26, 1836. The vessel carried about 40 passengers, including eight who are described as of independent means, Mr. Samuel Stephens, the South Australian Company's agricultural manager, and 29 colonists. As British colonizers "They were the first that ever burst into that silent sea."

The "Duke of York" was under the command of Captain Morgan, who had previously visited the South Seas as a whaler, and was commissioned for another cruise in that capacity after he had discharged his passengers and cargo. He was a skilful seaman and a simple-hearted, pious man of the old-fashioned Wesleyan type. Mr. Stephens was a son of a Wesleyan minister of eminence, who at one time was President of the British Conference. Such being the case, it can easily be understood that the ship was something like a floating Church and Sunday-school. The captain had conducted religious services and looked after the education of the children all through the long voyage. His seamanship was proved by the excellent landfall he made, and his piety by the manner in which the feelings that were natural under the circumstances were expressed.

After losing sight of the shores of Old England near Torbay, no land was sighted for a weary period of nearly five months, or, to be exact, 152 days. The satisfaction and gratitude that were experienced when at about 8 o'clock in the morning it was announced that the dimly-seen land to the west was Kangaroo Island can scarcely be imagined. In the evening of that day the westerling sun lighted up the coastline, and thanks to Providence for having brought the party safely to their destination across what Captain Morgan described as "the trackless ocean" found expression in a prayer-meeting. That night the "Duke of York" ran under easy sail parallel with the coast, in the morning rounded Point Marsden, and found a secure anchorage in Nepean Bay.

A shore-going party was quickly formed. The question of precedence in landing was settled by the infant daughter—two years old—of Mr. Beare being lifted out of the boat and her feet set on dry land; then followed the Company's manager, and the little company immediately held a short religious service, which the captain closed with an extemporary prayer. It is evident from Captain Morgan's diary that such acts of worship were so customary as to be perfectly natural. He mentions that when a land-exploring party returned on the following evening they found that divine service was being conducted by Mr. Richards. On the following Sunday three services were held on board—morning, afternoon, and evening. The Church of England prayers were read in

the morning, and the account of the covenant made with Noah was read in the evening.

These initial acts, which were not in the least designed for dramatic effect, indicate the spirit that animated the earliest pioneers. Theirs was not the excitement of adventurers, nor was it the casual and careless attitude of persons who took no thought for the morrow. There was no absent-mindedness about the founding of South Australia, but a serious perception of the importance of the project, a clear consciousness of difficulties to be encountered, and a courageous resoluteness to deal with them as they came. With that was coupled a cheerful confidence that in some way the enterprise was under the protecting care of a special Providence, and

On the first night the "Duke of York" lay at anchor the passengers had a rather bad scare by the heeling over of the vessel, but Captain Morgan speedily re-assured them that she had merely grounded on a muddy bottom through the falling of the tide, and would come upright again in due time. Tents were pitched on the following day. That night some of the ship's company slept ashore, and were chilled by a heavy frost. Disembarkation was proceeded with as rapidly as possible, and while some of the settlers explored the neighbourhood, others began preparations for cultivation, all of them finding plenty to do. Within a few days a quantity of vegetables, including some fine water melons, was obtained from the earlier residents, and



C. E. Stamp, Artist.

the appearance of a magnificent rainbow on the day of landing was interpreted by the captain as the reminder of an ancient promise and an omen of good.

The "Lady Mary Pelham," with another contingent sent out by the Company, joined the "Duke of York" in Nepean Bay three days afterwards, and thenceforward for several months Kangaroo Island was the centre of busy activity. On the day of her arrival the "Buffalo," with Governor Hindmarsh on board, left Portsmouth, and at that time seven vessels were on the water, chartered either by the Company or the Board of Commissioners, besides the two which had reached their destination.

Mr. Stephens purchased "Governor" Waller's entire stock and crops. No time was lost in selecting the most promising localities for the purpose of clearing the ground and putting in garden seeds. Shelters of various kinds were quickly erected, and there soon arose on the shores of Nepean Bay an orderly settlement, with many of the comforts of civilized life.

The first of the Commissioners' vessels to arrive was the "Cygnet," on board of which was the Deputy-Surveyor-General, who afterwards became widely known as Sir George Strickland Kingston, Speaker of the House of Assembly. With him were Mr. B. T. Finniss, Captain Lip-

son, R.N., Mr. John Morphett, who was subsequently knighted, and Mr. Edward Wright. It was not until August 20 that Colonel Light, the Surveyor-General, in the "Rapid," put in an appearance. He had been detained in England by indisposition, but had made a fairly quick passage, and from the time of his arrival the work of taking possession proceeded with vigour and energy. The survey staff was now complete, for Colonel Light was accompanied by Lieutenant Field, R.N., Mr. J. S. Pullen, who afterwards became Vice-Admiral, and others.

No doubt many egregious blunders were made in the colonizing arrangements, from which trouble afterwards eventuated, but it could hardly have been otherwise. Some of them might have been avoided, but it is equally true that others, and worse, might easily have been perpetrated. Criticism should be tempered by due regard to the novelty of the situation, and the absence of any guiding light from experience under similar circumstances. Colonel Napier's demands for military forces and for authority to draw largely on the Imperial exchequer may serve to indicate the misapprehensions which pervaded what should have been well-informed quarters, and the consequent possibilities of very serious error. Those who framed the design, if not exactly working in the dark, were at least separated by half the circumference of the planet from the scene of its execution, and if there be any occasion for surprise, it is that their plans so constructed proved workable at all.

There seems to have been a current idea that, for purposes of control and administration, men who had held positions of commanding authority were necessary, and that such men might be trusted to go anywhere and do anything. This is an amiable British weakness which is not yet altogether outgrown, but a weakness nevertheless, and South Australia suffered from it, as we shall see. There was, however, nothing to find fault with, on that side, in the selection of Colonel Light, as Surveyor-General. He was one of Wellington's men, and the great Duke had, among other things, a most valuable faculty for judging character. For four months he was the chief executive officer in the Province of the Commissioners, and the trouble only began when a higher official appeared on the scene. The pity was that, being entrusted with the duties of Surveyor-General, he was not equipped with the authority of Governor also.

Colonel Light was a man of superior ability, intelligence, courage, and resource. The fiery element in his nature, which gave him his nervous force, may be traced to the mixed blood in his veins, for his father was a captain of the English mercantile marine, and his mother a daughter of an East Indian potentate. He was highly educated, and as a young man was received in English aristocratic circles. Having entered the army, he became a dashing cavalry officer, saw service in the Peninsular War, and his gifts as a linguist opened for him

a career of great usefulness in the Intelligence Department. Various anecdotes are recorded of his address in this capacity, and it is rumoured that on one occasion he saved a British regiment from capture. During the "hundred days" which terminated at Waterloo he was Brigade-Major in the Heavy Brigade. He left the army shortly after the Battle of Waterloo, and married a daughter of the Duke of Richmond, but the marriage was not a very happy one. He took part in the Spanish revolutionary war as colonel of a Spanish regiment, and was afterwards employed in the Egyptian navy, as also was Captain Hindmarsh at the time. Though his brother-in-law, Colonel C. J. Napier, proved so intractable when himself a candidate for the Governorship, he did credit to his judgment by pointing out Colonel Light's fitness for the post.

Much has been said at various times and by many writers and speakers of the permanent obligations under which Colonel Light laid South Australia by the clearness of his observation, the soundness of his judgment, and the firmness he displayed in maintaining his convictions under most trying circumstances; but the eulogy is not exaggerated. He secured advantages the value of which is increasing instead of diminishing by the lapse of time. His work was prosecuted under the heavy handicap of persistent ill-health, and in face of much opposition and calumny. The double burden may be said to have finally broken his heart, but he never wavered in his satisfaction with the action he had taken, and felt absolutely certain that posterity would do him justice. This assurance has been amply verified, and, as is fitting, a place has been found for the statue which perpetuates his memory near the heart of the city. Concerning him, however, the words might be used which are applied to Sir Christopher Wren, in St. Paul's Cathedral:—"*Si monumentum queris? Circumspice.*"

The Commissioners in London, and possibly the Directors of the South Australian Company also, seem to have had some inkling of the possibility that the functions of their several agents might overlap, and friction result, for they sought to specify the duties of each in elaborate "instructions." Whether this increased or diminished the risk is doubtful, for the various contingencies could not possibly be foreseen, and a good deal depended on interpretation.

Anyhow, Colonel Light, while invested with final authority in certain departments, and saddled with grave responsibility, was furnished with very ample directions. He was first of all to land some gardeners on Kangaroo Island, who were to bring a piece of land into immediate cultivation, in order to raise vegetables for the use of the colonists generally. At this place also he was to leave the wives and families of the officers and men under his charge, with stores, and a sufficient force to protect them in case of attack.

Having thus made secure a kind of base of operations, Colonel Light was to make a careful observation of the coast-line in search of a suitable harbour. There was abundant latitude in his specified range, for it extended from Port Lincoln to Encounter Bay, and from Kangaroo Island to the head of Gulf St. Vincent. He was to examine these several localities, so as to select the best for the port and capital of the settlement, and to pay particular attention to the eastern shore of the gulf, as an inlet and harbour were said to have been discovered by a certain Captain Jones. In addition to this he was instructed to skirt the shores of Lake Alexandrina, so as to find out if it had any other outlet than that described by Captain Sturt.

Prominent in these instructions was the selection of the site for the capital, which was to be determined upon and surveyed without delay. Colonel Light was to do the same with regard to other towns and settlements, so that when the Governor and the first contingent of emigrants arrived everything might be ready for their immediate occupation, or, at least, for the machinery of the new colony to be set in motion forthwith.

As a specimen of the assiduous care exercised by the Commissioners and of the minuteness of detail into which they entered, the following extract may be quoted from the directions with which Colonel Light was furnished to assist him in choosing the position of the capital:—"In the opinion of the Commissioners the best site for the first town would be that which combined in the highest degree the following advantages: A commodious harbour, safe and accessible at all seasons of the year; a considerable supply of fresh water; facilities for internal communication, and for communication with the port; distance from the limit of the colony, as a means of avoiding interference from without, in the principle of colonization; distance from the neighbourhood of extensive sheep walks. All the foregoing are to be considered as of primary importance, and the following as of secondary value: A supply of building material, as stone, timber, or brick, earth, and lime; facilities for draining, and coal."

As if the foregoing were not specific enough, *Horder* says:—"In the exercise of his important duties Colonel Light was to make himself acquainted, as far as possible, with the circumstances which had determined the sites of new towns in the United States of America, in Canada, and more particularly in the Australian colonies; and he was to pay particular attention to those which, in the latter colonies, had led to an actual change, or to the desire for change in the sites after their first settlement." There were also general remarks on the proper treatment of natives, the importance of respecting the aboriginal rights to game, etc., and the necessity of keeping on good terms with them, in the interests of peace, order, and the welfare of the new settlement.

It is obvious that Colonel Light had assigned to him a singularly large order, and that the time was too limited for its complete execution; but he entered into it with promptitude and vigour. About a fortnight before his arrival two large boats, with twenty men, had made an excursion across Backstairs Passage, and landed in a beautiful bay to the north of Cape Jervis. One member of this party was Mr. Menge, who had been engaged and sent out by the South Australian Company to inspect the country for minerals, and he immediately pronounced the ranges near the coast to be highly metaliferous. By the time Colonel Light anchored in Nepean Bay the settlement formed by the employés of the South Australian Company and other colonists had begun to look "quite a village." It was thus described by a visitor to the island about that time:—"Before us," he says, "were the hills, on the slope of which lies the town of Kingscote. These hills are covered entirely with wood, having, from the sea, the appearance of an impenetrable jungle, with here and there a group of dead trees rearing gaunt and withered limbs above their fellows. A little patch has been cleared at the slope of one of these hills, and there stood a solitary white cottage, the property of Mr. Samuel Stephens. On the brow of the hill, looking down a steep precipice into the sea, were some half-dozen wooden huts of former immigrants. On the beach was the skeleton of a storehouse, then under erection, around which were four or five huts, built of bushes. In one of them they were performing Divine service, the summons to attend which was given by means of a bell hung up in a tree."

Though the picture thus drawn may be regarded as fairly attractive, the entire settlement was a mistake, and one of rather a costly character. It was entirely excusable under the circumstances, but had the "Rapid," with Light on board, arrived two months before the "Duke of York," instead of a month afterwards, it would not have occurred. Neither the Company nor its agents were to be blamed, for the great essential was to find a secure harbour where emigrants could be safely landed. Nepean Bay supplied that condition, and Port Lincoln was too far away. There was no other known shelter sufficiently safe, and the reports of Flinders, Sutherland, and others encouraged the belief that the settlement there, if contracted, would be permanent. The timber and soil were described as excellent. The existence of abundance of game was reported, which of itself denoted fertility. Thirty years, however, had made a great difference. Bush-fires had consumed much of the fine timber, kangaroos and seals had been hunted until they had become rarities, the good land was found to be of very limited extent. A part of the Company's programme was to prosecute the whale fishery, and the island was believed to be an eligible station for that purpose; but while this might be a reason for an outpost it was not a qualification for a centre. The

' harbour deserved all that had been said about its capacity, but as a terminal port was impossible.

It did not take Colonel Light long to ascertain the facts, and draw from them certain inevitable conclusions. He had to find an area out of which he might carve tens of thousands of acres, suitable for settlement, which holders of land-orders were on their way from England to claim, and to fix on a site to form the nucleus of a city. Hence he could not do other than pronounce Kangaroo Island totally ineligible, and as soon as possible he proceeded up the gulf to prosecute the search. He first put into the pretty bay to which he gave the name of his brig, and then sailed up the gulf, looking for the "inlet" and harbour described by Captain Jones. By that description he seems to have been entirely misled, and to have entered on a quest for something that had no existence, which nearly drove him wild with anxiety; yet, after all, it was not inaccuracy of statement, but the different conditions presented at certain seasons of the year, that should be held responsible.

Captain Jones had reported: "The inlet (mis-called Sixteen-mile Creek) is a stream of fresh water at about fifteen or twenty miles north of this river. I discovered a fine harbour, sheltered by an island, which is about three miles in circumference, with abundance of fresh water upon it, as well as some streams of fresh water running into it from the mainland." Presumably, the discoverer landed on Torrens Island, as it is now called, when the winter rains had filled every hollow, and set every streamlet on the banks of the inlet running. It is difficult to understand how he came to use the words "a stream of fresh water" in that connection, and the pools on the island would soon dry up; but he did not know, or realize, that what he found was only temporary, and a wild goose chase after an apparent chimera would be the result.

From Rapid Bay Colonel Light sailed up the gulf

to about the latitude reached by Captain Barker a few years previously. He noticed in like manner the extensive flat, with its range of mangroves, and the trend of the coast to the north-west. He found the entrance to the Port River, but as it did not agree with the report of Captain Jones he ran further northward, till the head of the gulf was visible, sent the jolly-boat, with Lieutenant Field to explore, who reported that no harbour could be found, and then returned to his former anchorage. The next day he dispatched Mr. Pullen to make a fur-

ther search, who, on his return, reported that there were two separate channels, but no fresh water was met with. Colonel Light recorded in his diary that this account was so different from that which had been given by Jones that he felt a great disappointment.

As a matter of fact, what came to be called "Jones's inlet" had been re-discovered, but the successive parties devoted their attention to different parts of what is an extensive sheet of water, the freshness of which was affected by passing conditions. Long afterwards, when he had become an Admiral, the officer whom Colonel Light dispatched to look for it, and who succeeded in finding the entrance, complained that his share in the matter had been forgotten or ignored. Writing to a friend of his, who was also an officer on the "Rapid," Vice-Admiral Pullen said:—"I see in portions of Colonel Light's journals, which have appeared in the papers, that not one mention of my name is made in connection with the

discovery of Port Adelaide. I believe I was the first in it (i.e., the southern reach of the present harbour). You cannot forget the brig dropping me with the hatch-boat on September 28, 1836, when I got into an opening above the present entrance, and finally anchored in the North Arm; thence proceeding in the gig I passed up the long southern reach. On my return I met Mr. Field in the jolly-boat. On the next day I sailed out in the hatch-boat by Light's Passage, and on arriving on



COLONEL LIGHT.

From a Painting by Colonel Light. Presented to the Art Gallery by the late Dr. George Mayo, F.R.C.S.

board the 'Rapid' reported what I had discovered in my trip up the long southern reach, on receiving which the Surveyor-General decided to return with me the next day, on which occasion he confined himself to an examination of an eastern branch of the creek, and a patient search for fresh water." In the same connection the writer refers to his sustained interest in the fortunes of the colony, with the initiation of which he had been closely connected; and, alluding to a project for constructing docks at the Port, remarks:—"The spot chosen is near where I got turned out into the water on the capsizing of the hatch-boat, by the force of a heavy squall, in beating up for the head of the creek"—a locality long known as the Old Port, and sometimes by the lugubrious designation of Port Misery.

After all, Admiral Pullen had not very much cause to complain, for the entries in Colonel Light's journal entirely agree with his own account of what transpired, and he is mentioned by name more than once as having gone in the hatch-boat, entered the inlet, and returned to report. One fact serves to explain several things. The Surveyor-General was eager to find a locality suitable for settlement, and of course regarded the presence of fresh water as a vital necessity. Jones's reports had raised his hopes, and given him a kind of mental picture, to which he could not find the counterpart. A more exhaustive examination might have removed the misapprehension he had formed; but, as it was, he came to the conclusion that the harbour must be sought for elsewhere.

The brig was next headed south, and a few miles down the coast, what looked like the entrance to a river being discovered, another landing was made. Here the appearances on shore were more promising. Colonel Light describes himself as enchanted with the extent of the plain to the north of Mount Lofty, as seen from the ship, and with the sight of trees so dispersed as to allow the sight of the most luxuriant green underneath. The landing parties took different directions. Light himself kept to the beach for several miles, but found nothing more than a wide indenture of the coast. Those who had taken an inland course, on returning reported very favourably of the soil, and Colonel Light was induced to inspect the plain for himself. He says:—"I cannot express my delight at seeing no bounds to a flat and fine rich-looking country, with abundance of fresh-water lagoons. The little river, too, was deep." Two of his assistants were then sent to trace the course of the river (Pattawalonga Creek), and they reported that at four miles up it was fresh, was then a very narrow stream bending towards the north-east, and appeared to have its source in the plains. The anchorage where the brig lay was so good that it suggested the name of Holdfast Bay.

Though encouraged by what he had seen, Colonel Light was not yet satisfied, and proceeded still further

down the coast to examine a river of which he had received information. Off the mouth of the Onkaparinga the "Rapid" was hove-to, while Mr. Pullen went in the gig to investigate. He returned in about an hour, and reported that he had seen a large river running inland for a considerable distance, but there was so much surf on the bar that his boat was nearly upset.

A cursory inspection of the entire eastern coastline of Gulf St. Vincent had now been completed, and the Colonel, not having discovered his ideal of Jones's harbour anywhere, says:—"I now felt that no such thing could exist on this coast—at least, not as described by him." Thereupon he decided that the neighbourhood of Holdfast Bay afforded the greatest promise of any locality he had visited. His instructions required him to personally acquaint himself with the capabilities of Port Lincoln, but before acting upon them there was much to be done. He determined, in the first instance, to call up his entire staff of surveyors from Kangaroo Island, to divide them into two parties, and set them to work during his absence. Mr. Kingston, with the larger party, and Mr. Gilbert, with the greater part of the stores, embarked in the "Rapid" for Holdfast Bay. Mr. Finniss, with his party, including Mr. Jacobs, Mr. Hiram Mildred, and others, were to remain at Rapid Bay, and each party was to take as many observations as possible.

Immediately this was done, and before Colonel Light sailed for Port Lincoln, important changes took place in the aspect of affairs. Early in November the "Africaine" arrived, with Mr. Gouger, the Colonial Secretary, on board. Reports of fine country having been discovered in the mainland had reached Kangaroo Island, and there was sufficient likelihood of the settlement at Kingscote being given up to render the discharge of cargo undesirable. Accordingly, a course was shaped for Rapid Bay, where Colonel Light was met with. In answer to Mr. Gouger's enquiries, he recommended taking the vessel to Holdfast Bay, at the same time cautiously stating that he could not guarantee permanent settlement there. He went, however, with the party, and on arrival found that Messrs. Kingston, Morphet, and Field, in the course of their inland excursions, had found a fresh-water river, much larger than any yet seen. This was good news, and made the position much more promising. Colonel Light recorded in his diary on November 8:—"Looking generally at this place, I am quite confident it will be one of the largest settlements, if not the largest, in the new colony; the creek will be its harbour." By "the creek" it will be understood of course that he referred to the inlet he had entered some time previously.

The newcomers apparently were in a cheerful frame of mind, for they expressed themselves as delighted with everything. Mr. Gouger says that when he and some of his shipmates landed at Rapid Bay they found "that

the accounts we had heard of the beauty of the mainland were not exaggerated, for it is impossible to imagine a more lovely valley than that which skirts the bay." By this time the connection of the newly-discovered river, the Torrens, with "the creek," was believed in, and to set the question at rest, Light, Gouger, and others set out on a walking expedition. They came on the river at a distance of about five miles, and Mr. Gouger says:—"It ran through a low swampy country, covered with the most luxuriant grass, and skirting a range of beautiful well-wooded hills, from the centre of which rose Mount Lofty." Colonel Light at once determined to strengthen the Holdfast Bay settlement, and the unloading of the "Africaine" was commenced the very next day in order that she might be dispatched to Tasmania for sheep and cattle, as quickly as possible, fresh meat being very urgently required.

From the look of things, and the lay of the land, it was natural to assume a direct connection between the river and the harbour, and accordingly Colonel Light determined to visit the place from which he had turned away with so much disappointment before leaving for Port Lincoln. Accordingly he sailed for what he still called the creek, taking Mr. Kingston with him, and when they came to anchor in its first reach he records that all hands were overjoyed at the little brig's berth in so snug a spot. The next day he left the brig by the hatch-boat, with Messrs. Kingston, Morphet, and Pullen, to examine the southern reach, which he had left before unnoticed, in his anxiety to find Jones's stream of fresh water.

The little trip was to the Colonel a revelation and a delight. Writing to the Commissioners on November 22 he said:—"I could not leave this coast without looking once more at this harbour. We steered at once for this beautiful anchorage, and ran the brig in, where we now lie at single anchor, although it is now blowing a gale of wind from the south-west, with thick rainy weather. We were more than delighted to find the creek running into the plain so far. I am now more than ever persuaded that it is connected with the fresh-water lagoons. It is one of the finest little harbours I ever saw. We had three fathoms of water, and very often four fathoms, at dead low water in sailing up. I have sent Mr. Kingston to trace the connection between the head of the salt-water creek and the fresh-water, and to make his way back to the Glenelg camp by land." Mr. Kingston in his report describes how he followed the course of the creek for two miles until he found it losing itself in the marshes or lagoons. The next day he crossed the river, running down from the Mount Lofty Ranges, and again traced the plain, being unable to follow the course of the river after it entered the reeds until he again found it running in a regular bed.

Satisfied so far with his inspection, Colonel Light set sail for Port Lincoln, leaving instructions with Mr. Kingston to follow up his discovery of the River Torrens, which were so faithfully acted upon, that, by the time he returned, all the necessary information for settling the chief problem that had vexed him was obtained. It did not take him long to make up his mind about Port Lincoln. Appreciating all that had been said by Flinders and others about the commodiousness of Boston Bay and its excellence as a shelter and an anchorage, there was nowhere near it such an expanse of country suitable for cultivation and available for settlement as he had already seen, and he was back at Holdfast Bay in about three weeks.

Among the locations considered in England to be possibly suitable for the future capital, and to which Colonel Light's attention was directed by the Commissioners, was the country near the Murray mouth; but he had excellent reasons for setting it aside, at least for the present. He wrote on December 17, 1836:—"The time now lost in extra labour and the arrival of many people from England made me anxious to find some place to locate the land purchasers and others, and from every answer from the sealers, and from the view I have had of the western coast of the gulf, I felt convinced I should never find anything more eligible than the neighbourhood of Holdfast Bay. As for Encounter Bay, I resolved on leaving that to a future period, for the following reasons: I never could fancy for one moment that any navigable entrance from the sea into the lake could possibly exist. On looking at Flinders's chart, and considering the exposed situation of that coast, moreover, the very circumstance of so large a lake being there, was a convincing proof to me that the Murray could not have a passage sufficiently deep or wide to discharge its waters into the sea. Deep and fine harbours, with good entrances, are only found where the shore is high, hard, or rocky; sand alone can never preserve a clear channel against the scud of the sea, such as must inevitably be thrown on the coast about Encounter Bay. On my arrival at Nepean Bay, reports of the sealers I obtained confirmed the opinion I held that there was no such thing as a harbour along the coast. I therefore thought I should be throwing away valuable time in examining there."

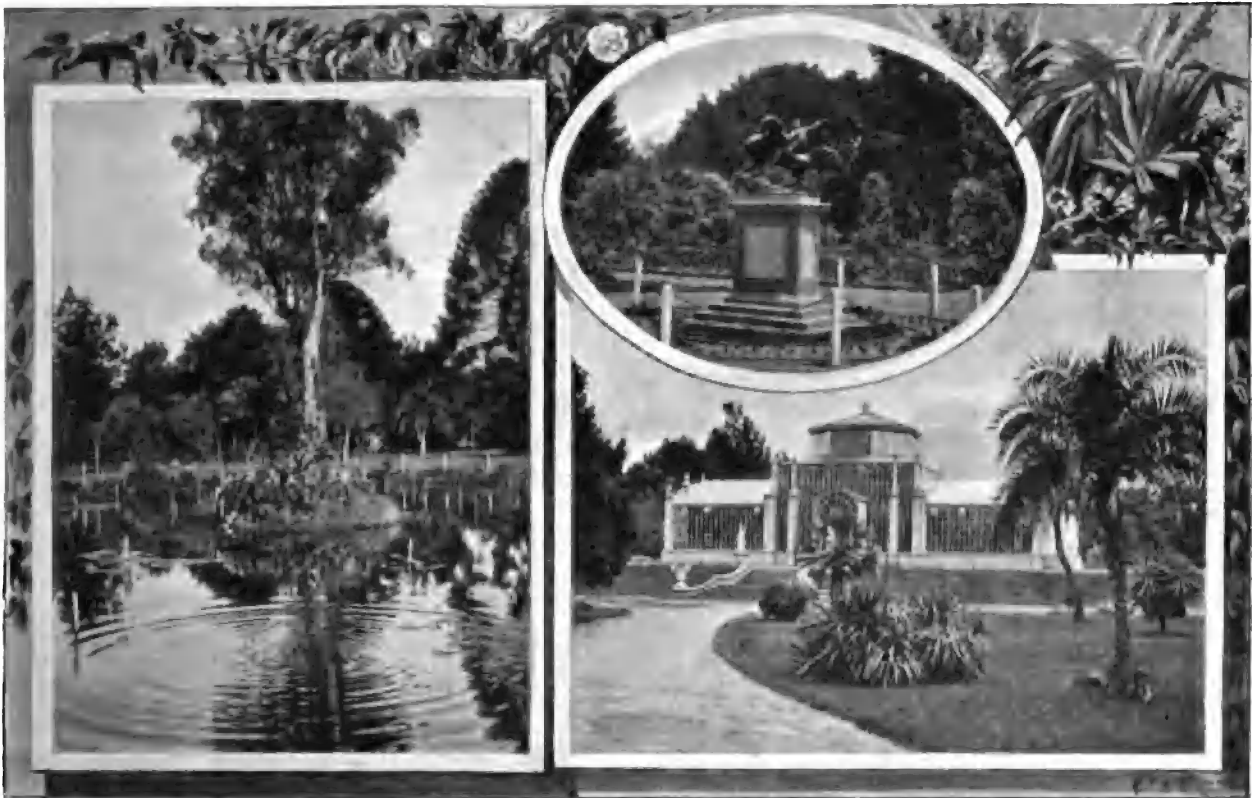
In every particular subsequently-obtained knowledge has confirmed the soundness of Colonel Light's deductions, and the whole of this part of his observations and action justifies the high esteem in which his memory is held. On the day after his return to Holdfast Bay he set sail once more for the harbour, this time taking the "Tam o' Shanter" as well as the brig. One of the pair grounded on the sandspit near the entrance, and when she was floated off sail was made for the higher part of the harbour, Colonel Light preceding them in his hatch-boat. Having gone through so

much trouble and anxieties, it was natural for him to feel some little gratification at the result. He wrote:— "It was really beautiful to look back and see two British ships for the first time sailing up between mangroves in fine, smooth water, in a creek that had never before borne the construction of the marine architect, and which at some future period might be the channel of import and export of a great commercial capital."

Meanwhile Mr. Kingston, the Deputy-Surveyor, had not been idle. The River Torrens, its course and capabilities, had been his principal charge, and had determined his movements. On its banks he had pitched his tent, and thither on Christmas Eve Colonel Light walked over to

occupation. There and then he gave up the idea of conducting any more examinations further afield, settled future work with Mr. Kingston, and returned to make arrangements for leaving the ship. Four days afterwards, the day on which Governor Hindmarsh arrived and landed, he pitched his tent near that of Mr. Kingston, by the side of the river. He heard of the Governor's arrival, but being intent on his work, and having much to do had not time to go down and meet him.

That there was no intentional discourtesy in the absence of Colonel Light from the swearing-in ceremony is evident. The "Buffalo" was only sighted in the morning, and the proclamation took place in the afternoon.



Photos by H. Krischock.

VIEWS IN THE BOTANIC GARDENS.

C. E. Stamp, Artist.

see him. How far his observations, suggestions, and judgment influenced Colonel Light in the choice of a site for the capital cannot now be ascertained with any degree of precision; but it seems probable that the decision, never afterwards given up, was made as the result of that particular excursion and interview. Favourable impressions had previously been made by the wide extent of country that was suitable for occupation, and they were strongly confirmed. As Colonel Light put it, having traversed nearly six miles of a beautiful flat, on arriving at the river he saw six miles more of the same plain stretching away to the foot of the hills under Mount Lofty, and recognized the value of the great plain as affording scope for advantageous

There was no train to jump into, and not even a horse to ride. Colonel Light was settling his new habitation. To have dropped everything and undertaken a walk of twelve miles there and back, would have been a work of supererogation. The trouble, however, began almost immediately. Two days afterwards Governor Hindmarsh found his way to the survey camp. Colonel Light and he walked together that he might be shown the site that had been selected. He expressed his sense of the beauty of the place, but sounded the first note of discord by pronouncing it to be "too far from the harbour."

While the Surveyor-General was hastening to and fro, engaged in necessary preliminary examinations, and

his staff were doing all that lay in their power by way of exploration to acquire familiarity with the country, one consignment after another of emigrants was arriving, and beyond landing themselves and their stores, and erecting more or less temporary shelters, there was little or nothing for them to do. The general rendezvous was at the back of the sandhills, which skirted the beach at Holdfast Bay, and there a promiscuous settlement had grown up among the gum-trees. The "Cygnet" had brought 84 passengers and the "Africaine" about the same number. Many of the passengers by the "Rapid" and the vessels sent out by the Company, who had landed at Kangaroo Island in the first instance, had been brought up to Holdfast Bay, and altogether there were from two to three hundred to welcome the Governor on his arrival.

A real tragedy had befallen some of the passengers by the "Africaine." While the vessel was beating up to pass the west end of Kangaroo Island she approached so near the shore on one tack that six young men expressed a desire to land and walk across the island, on what was known as Sutherland's track, though it is uncertain whether Sutherland ever crossed the island at all. Captain Duff good-naturedly granted their request, lowered a boat, and put them ashore. When the "Africaine" reached the anchorage it was found that the pedestrians had not arrived, and the old settlers expressed great alarm. It transpired that in their sanguine inexperience they had taken no water and only two days' provisions, and search-parties were sent out for their rescue. More than a week afterwards four of the party were found in a wretched state of exhaustion, not having tasted food for four days when they were picked up by a fishing-boat, and were conveyed to the settlement, but the other two perished, presumably from hunger and thirst, and of only one were the remains ever discovered.

The pioneers had quite expected that they would have to rough it on their arrival, and bore whatever hardships had to be endured with cheerfulness; but their accounts of the landing, and the makeshifts to which they were obliged to resort are well worthy of preservation, if only to emphasize the contrast between then and now. There was no jetty or landing-stage for either goods or passengers, no means of traction for luggage except manual labour, and no shelter until it was erected. Boats were pulled in till they grounded on the beach. Men and women who shrank from a wetting had to be carried ashore pick-a-back by the sailors, and freight of all kinds was simply dumped on the sand.

Mr. Gouger, the Colonial Secretary, who was a passenger by the "Africaine," was likely, from his official position, to be as well cared for as anyone, and the record of his experience is suggestive of what was usual. He fixed on a spot about a mile inland, not far from the tent of Mr. Kingston, which was shaded by gum-trees,

and in the middle of "a meadow covered with rich pasture." There he pitched his tent, and proceeded to transport his packages to it for shelter. He had brought a portable truck from England, and had two assistants, so he was better off than most people. He found that the labour of haulage through deep sand and over uneven ground was so great that three journeys from the beach with the laden truck was a good day's work. He said:—"The heat was sometimes very oppressive, and the mosquitoes troublesome, but the flies are afflicting. Nothing can equal their cruel perseverance." While this toil was going on his young wife remained on board the ship, to which he returned every evening, though he had to wade breast-high in the sea to reach the boat. As soon as the tent was set up they took possession of it, and began to experience rather lively times. "Troops of mosquitoes entertained us with their music, and we, in return, entertained them with a full repast, and in the morning were well-nigh in a fever from their visitation. It is not, however, from these insects alone that annoyance has been felt, as scarcely a day passes without something turning up to cause surprise, if not apprehension. Within two yards of our tent five centipedes, about five inches long, have been caught—one actually in the tent, and one night I put my hand within an inch of a large scorpion. Enormous ants and very small frogs abound also in our tent, but the first of these are harmless, and the others cause us no disturbance." A good many of the emigrants had provided themselves with tents, and Mr. Gouger remarks that, being single, they afforded insufficient protection, either by day or night. He adds:—"My own tent being double is, in comparison with any in the colony, a very comfortable residence—the outside being of draped cloth not a drop of rain has entered. It also has a verandah, which serves as a store-room, thereby keeping the interior in excellent order and neatness; and a boarded floor which I have laid down is a luxury of much importance. It is, however, the only one yet in the colony, though about fifty habitations of various kinds have been erected."

A drawing, which accompanies Mr. Gouger's description of what was, as to its floor at least, the most luxurious edifice in South Australia at the time, shows it to have been about 12 ft. square, and 6 ft. high: at the eaves, with a centre-pole, and guy-ropes at the corners. It is said to have successfully withstood severe gales of wind, for which its construction shows it to have been singularly unfitted. The tentless emigrants contrived for themselves shelters of brushwood, or huts of saplings thatched with reeds. "For the latter," Mr. Gouger remarks, "every facility exists, there being a little forest of straight poles about a mile off, and plenty of long sedge-grass wherewith to thatch them."

Near his tent Mr. Gouger built a hut, for which he knew there would soon be a pressing necessity, as his young wife was about to become a mother. He describes

it as being 12 feet wide and 26 feet long. "Only six nails were used in its construction, the uprights, cross-pieces, beams, and joists being all tied together with cordage. The wood was cut in a copse about a mile distant, and the thatch, which consists of a kind of reed, 10 ft. long, with wide, long leaves, was drawn by the portable truck before alluded to; I look forward to the hut, when finished, as being cooler and far more agreeable—during the heat of the day—than the tent." Mr. Gouger also built a shed for his goats to sleep in, and records that his fowls took possession of the upper part of it, and rewarded his care of them by laying eggs plentifully. Such was the *entourage* of the chief official in South Australia, pending the arrival of the Governor



MR. ROBERT GOUGER.

and the Resident Commissioner, and such the character of the settlement while waiting for the site of the chief town to be fixed upon.

Waiting had not yet become wearisome, and the life of the colonists was very much like a long picnic. The buoyancy of hope enabled them to make light of hardships, and roughing it in the open air was not altogether disagreeable, though as the end of December drew nigh the heat sometimes became very oppressive. The community was orderly, and casual references show that Divine service was regularly held. Everyone was on the *qui vive* for news, and the appearance of a sail in the offing was the signal for general excitement. The Governor was known to be on the way, and the "Cygnet" had been sent to meet and guide him directly to Holdfast

Bay, instead of to Kangaroo Island. On Sunday, December 11, prayers were read in Mr. Kingston's tent by Mr. Gilbert, and there was to have been a sermon also, but the cry of "Sail ho!" interrupted the devotions. News of it reached the congregation, and it is said that those nearest the door began quietly to move out, followed by others, until at last the officiating minister, being left alone with his assistant, remarked, "It's no use our staying here," and the two went to join the throng on the beach. Probably the story has become embroidered in the course of frequent repetition, but there is no doubt that something of the kind took place. The worst of it was that while everyone expected the new-comer to be the "Buffalo," it proved to be only the "Emma," from Kangaroo Island, bringing the Company's live-stock, etc.

As already recorded, Colonel Light had returned from Port Lincoln, thoroughly dissatisfied with that place as the possible head-quarters of the colony. Not only was the back country unsatisfactory, the harbour itself he regarded as open to objections. In his report to the Commissioners he said:—"I am decidedly of opinion that Port Lincoln is no harbour for merchant ships; looking at it as a port for men-of-war, well-manned, plenty of boats, etc., it is very well. It is capacious, and there is excellent holding-ground, but the strong gusts of wind, shifting all round the compass, render the entrance not altogether so safe as the plan of it on paper would indicate." To this he added that he had been considering much of the possibilities of Spencer Gulf, but concluded that it would be best to give it up entirely for the time being, as, even if a suitable harbour and good soil should be discovered higher up, the dangers surrounding the entrance were too many for a new colony.

The conscientious care of the Surveyor-General to discharge his duties to the best of his ability is rendered all the more striking by the consideration that when he made up his mind that the neighbourhood of Holdfast Bay must be fixed upon, he had twice turned his back on what he ultimately adopted as the position for Port Adelaide. It is also noteworthy that his observations concerning Port Lincoln, from the marine standpoint, were largely sustained by Governor Hindmarsh, himself a naval officer, though he afterwards made such trouble over the site question. Writing to Mr. G. F. Angus a week after his arrival at Holdfast Bay, and while still on board the "Buffalo," the Governor said:—"We reached Port Lincoln on the 24th ult., where, according to my expectations, I found Captain Lipson waiting for me with a letter from Colonel Light, informing me that he had found a good harbour and plenty of excellent land on the eastern shore of Gulf St. Vincent. I immediately proceeded to join him, in doing which I was two nights and two days in beating out of Spencer's Gulf, which I entered without any fear. I should, however,

be sorry to try the same navigation again until that very dangerous gulf is surveyed. Flinders' survey is good as far as it goes, but his own track is the only thing to be depended on. Gulf St. Vincent, on the contrary, appears to be perfectly clear, with regular soundings, and good anchorage all over it, not one danger having yet been discovered. I am now at anchor off the Mount Lofty of Flinders, about three miles from the shore, in seven fathoms. Most of the people who preceded me are located temporarily on the plains abreast of the ship, which I have named after Lord Glenelg, and which, for quality and beauty, are worthy to bear his Lordship's name."

What Colonel Light had to do, and set himself to accomplish with the utmost speed, was to make a further survey of the creek and the river, of which he had previously made a partial inspection. He was impelled to push on with this work by the increasing number of colonists, and by the circumstance that the dreaded scurvy had made its appearance. The long voyages and inadequate commissariat of those days rendered the malady of frequent occurrence. It was intolerable that the community should be dependent on imported food supplies, and though vessels were dispatched to "Van Diemen's Land" for stock, local cultivation was urgent. All this was made known to the settlers, and they made no complaint.

Fresh arrivals, however, were multiplying, and there seemed to be a probability that a stream of immigration would set in from the older Australian colonies. The pioneer along that route was Mr. C. W. Stuart, who had left London in 1833, and settled at Port Stephens, about 180 miles north of Sydney. While residing there in 1836 he received a land order for a preliminary section and town acre in the proposed new colony, and made up his mind to turn it to account. He was strongly dissuaded against taking that course by friends in New South Wales, who confidently predicted that the project must be a failure. They argued that there could be no chance for land at a pound an acre, with free labour to pay for, against land at five shillings an acre and convict labour available. In Sydney South Australia was scarcely known, and there was no communication with Kangaroo Island. He found, however, that the schooner "Truelove" was about to sail for Swan River with cargo and passengers, but when he enquired from the agent, Mr. Emanuel Solomon, whether the schooner could call at Nepean Bay, he was met with the suggestion that he had been duped. Eventually he made a bargain with the captain to look in at the Bay, and, if no vessels had arrived, to go on to Swan River, and back to Sydney. Mr. Stuart took with him a ton of stores, and, to his pleased surprise, found four vessels at Kangaroo Island, the "John Price," "Cygnet," "Africaine," and "Rapid." On landing he was much surprised to see the people who had just come from England, and were

wearing smock frocks, gaiters, etc. He was courteously received by Mr. Stephens, the Company's manager, warmly welcomed when it was found he had a land order, and the upshot was that Mr. Stephens purchased the "Truelove's" cargo, and sent her back to Sydney for more necessaries. Of course, her arrival at Port Jackson made it positive that the dreaded and dangerous rival in colonization, because of the principles for which it stood, had actually commenced operations.

In all, during the second half of 1836, thirteen vessels arrived in South Australian waters, bringing about a thousand people. The provisioning of them involved the officials in serious responsibility. The first store in the colony was opened at the Glenelg Camp by Mr. Robert Thomas, who came out in the "Africaine," represented the Fourth Estate, and held the position of Government Printer. At first there was game in abundance. Pedestrians could hardly walk two hundred yards from the tents without putting up flights of quail. Wild ducks and other water-fowl were to be found on every lagoon. Cockatoos, parrots, and parakeets swarmed in the gum-trees, and the cry of the plover was heard on every hand. Kangaroos, also, were fairly plentiful, and Mr. Gouger recorded, with regret, in his diary, that one fine fellow nearly as large as a jackass passed within twenty yards of his tent while he was carpentering, but disappeared before he could get his rifle, though it was in the tent, ready loaded.

Of course, such a source of local supply would soon have been exhausted or driven off, if the most had been made of it, but, by the instructions of the Commissioners, sporting was definitely discouraged, as likely to be an invasion on the rights of the aborigines. It is interesting to trace the vein of missionary sentiment which runs through the various negotiations and arrangements that were made in founding South Australia. Details may be relegated to another chapter, but it may be noted here that, while taking possession of the land was recognized as meaning the dispossession of its aboriginal occupants, every effort was made to guard them from actual injury, and, if possible, to confer on them the benefits of civilization. In this aspect of the colonization scheme Mr. Angas, in particular, took a living and permanent interest. It was at one time proposed that he should retain his connection with the Board of Commissioners specially to watch over their interests. He urged, in season and out of season, the importance of conserving their welfare, sought to impress Lord Glenelg with the necessity of appointing someone as Protector who would be solicitous for their spiritual as well as material welfare, and at the farewell banquet to Captain Hindmarsh made this subject the theme of his remarks.

On that occasion he proposed, as a toast, "The welfare of the Aborigines of South Australia, and the gentlemen who are forming societies for their protection and benefit." In the course of his remarks he gave a

sketch of the principles and plans which he thought should be adopted. "Let us," he said, "send out persons among them to learn their language, if no one can be obtained already acquainted with it, to treat with them for the purchase of those lands which they claim as belonging to their tribes; to make them acquainted with the habits and views of white people; to construct a written language for them; to make them acquainted with the art of raising food from the ground; to instruct them in the mode of fishing in the sea, of which they are quite ignorant, having no canoes, the method of making necessary utensils, raising huts, the use of clothing, and in time they may be induced, by sufficient reward and kind treatment, to allow the settlers to take their youths and teach them to work as labourers.

The settlers, on their part, habitually treated the natives with kindness on first coming into contact with them, but there was considerable apprehension on both sides. The earliest contingent landed from the "Africaine" at Holdfast Bay, and among the very first of the goods to be got ashore was a case of 24 muskets, for the purpose of arming sentries, who were to protect the colonists against attack. There was not the slightest occasion for any such precaution, inasmuch as the blacks were more frightened of the strange visitors who came out of the sea, with their extraordinary garments, surroundings, and occupations, than inclined to prey upon them, as was feared. There was a family not far from the landing-place—perhaps a small sub-tribe—

which did its best to remain concealed behind bushes and trees while watching the singular proceedings, and it was considered quite a feat when the shyness of one of them was so far overcome that he was induced to enter the camp, accept something good to eat, and admire the wonders that were to be shown. It is said that in this way communication was opened in the first instance. The first visitor who was cajoled into risking such an adventure having returned in safety from the camp of the white people, his relatives were encouraged to follow his example. It is incidentally mentioned by Mr. Gouger that two natives were sent from Rapid Bay to tell their fellow-countrymen on the Glenelg Plains of the peaceful intentions of the white men, and he says in his diary that he was uneasy at their lengthened absence. In the same indirect way it may be certainly gathered that the reception was kind and humane, for, after writing rather a lengthy notice of them, he concludes:—"If these natives be a fair specimen there is nothing to fear from a residence among them, but, having heard so much of their ferocity, I must be cautious in giving an opinion, as care may be required in dealing with them." There had been no breach of amicable relations with the natives; at two points on the mainland and at Kangaroo Island there were European establishments, and it was decided that the neighbourhood of Holdfast Bay should be the centre of operations, when Governor Hindmarsh appeared on the scene.

GOVERNOR HINDMARSH.

A smart civilian, with some knowledge of men and affairs, would have done better to inaugurate the new regime than either a military colonel or a naval captain; but the Colonial Office did not see it. The lesson had not then been learned that the less authority a Governor visibly exercises among free colonists the better. Accordingly they selected for the appointment one who was accustomed to command, scarcely realizing that the quarterdeck of a man-of-war was not the best school for acquiring the qualities needed in such a very different position.

Captain John Hindmarsh was a brave and able officer, 54 years of age, who had passed through a remarkable and adventurous career. "He was with Lord Howe on June 1, 1794; with Admiral Cornwallis in his glorious retreat; with Sir James Saumarez at Algiers and in the Straits of Gibraltar; at the capture of Flushing, of the Isle of France, and of Java; with Lord Cochrane at Basque Roads; and with Nelson, both at the Nile and at Trafalgar."

"At the battle of the Nile he was a midshipman on board the 'Bellerophon,' and so destructive was the fire of the enemy that for some time he was the only officer on the quarterdeck. He received a wound in the head

which deprived him of the sight of one eye, but he did not quit his post. The enemy's ship 'L'Orient' caught fire, and the flames threatened to communicate to the 'Bellerophon,' when Hindmarsh, being the only officer on deck, ordered the topsail to be set and the cable to be cut, and thus saved the ship from destruction. He had his proud reward—Nelson himself thanked the young hero before the assembled officers and crew, and repeated those thanks upon the deck of the 'Victory' when presenting him with his lieutenant's commission."

When he first sought the appointment of Governor his application was sustained by strong recommendations, and he impressed Mr. Gouger as "a jovial, hearty, and energetic man." These, indeed, were the most commonly noted characteristics by those who were not brought into official relations with him. Mr. J. W. Bull says that he was "a warm-hearted, bluff sailor, whom to know was to esteem and to respect. He made no pretence of being an expert in the science of colonization, and apparently took little pains to acquaint himself with the peculiar and novel conditions under which the colony was to be founded. The notions of the previous candidate were inclined to be extravagant; but his own were distinctly loose. Colonel Napier wanted

money and a military force; but when Captain Hindmarsh was asked his opinion on the principle of colonization which he was to assist in carrying out, he said principles were all alike to him. If he obtained his appointment he should act under orders, and in that way do what he could, and all he could, for the best."

There is no doubt that he acted up to his own ideal. From the time his appointment was settled he identified himself with the arrangements that were in progress. When the Commissioners' request for a man-of-war to convey the Governor and party to South Australia was refused, and the Company offered to place one of their own vessels at the disposal of the Govern-



GOVERNOR HINDMARSH.

ment, Captain Hindmarsh obtained the offer of the 'Buffalo,' a heavy transport, which was about to proceed to New Zealand for spars, in which he set sail on July 30, 1836, there being a hundred and seventy-six other passengers on board.

The official party included, besides the Governor and his family, Mr. J. Hurtle Fisher, the Resident Commissioner; Mr. Stevenson, the Governor's Secretary and Clerk of Council; Mr. Osmond Gilles, the Colonial Treasurer; and the Rev. C. B. Howard, the Colonial Chaplain. A foretaste of what was to come marked the voyage, for during its currency the Governor and

the Resident Commissioner seriously disagreed as to their official relations and respective duties, which was not by any means encouraging.

Mr. James Allen, in his "History of Australia," bluntly ascribes all the troubles that befel the infant settlement during the first two years of its existence to the Governor's determination to exercise unrestrained authority. He says Captain Hindmarsh objected to the division of authority between himself and the Resident Commissioner, and after his appointment applied both to the Secretary of State for the Colonies and to the Commissioners for an alteration, which would leave him untrammelled, but was refused. Mr. Allen further says that he resolved to do as he liked when once he got away from England. "When out on his way to the colony, therefore, he contrived to make things as disagreeable as possible to Mr. Fisher, and gave that gentleman distinctly to understand that neither he nor any of his officers would be allowed to have their own way in the colony—not even Colonel Light—in the choice of a site for the capital."

"Hence," says Mr. Allen, "all the public and private quarrels, all the waste of time, all the stoppage of the surveys, all the delay in putting people in possession of their land, which occurred during Captain Hindmarsh's administration—they all arose out of his inordinate love of power; out of his objection to allow anybody to have a share with him in it; out of his unscrupulous opposition to all who did not defer to his wishes in everything; out of his constant intermeddling and intriguing. Summarized, his quarrels, public and private, during his stay in the colony, may be put in this form: He quarrelled with Mr. Fisher, Resident Commissioner; he quarrelled with Mr. Charles Mann, Advocate-General and Crown Solicitor; he quarrelled with Mr. John Brown, Emigration Agent; he quarrelled with his own officers and Mr. Fisher's officers, indiscriminately; in a word, he left nobody of position in the colony, at the time of his recall, that he had not quarrelled with."

The facts as to the universal disagreement between those who should have worked in harmony are scarcely exaggerated in the above statement; but the writer was prejudiced, and his explanation is faulty. The trouble was less in the natural disposition of the Governor than in his misconception of the position and the effect of his naval training. Privately Captain Hindmarsh was the breezy, genial, kind-hearted sailor, and had a pleasant smile and a cheery word for everyone. But the stern discipline of the navy had hammered his officialism into a rigid and unyielding form. The war-hardened veteran thought little of a fight, and the ex-post-captain had been too long supreme in his sphere to understand or tolerate the limitations imposed upon him.

So much must be admitted in his favour, and it is only fair to say that he was throughout true to his



PROCLAMATION

**BY HIS EXCELLENCY JOHN HINDMARSH,
Knight of the Royal Hanoverian Guelphic
Order, Governor and Commander-in-Chief**

OF

HIS MAJESTY'S PROVINCE

OF

SOUTH AUSTRALIA.

It according to the Colonists of His Majesty's Province of South Australia, the establishment of the Government, I hereby call upon them to conduct themselves on all occasions with order and quietness, duly to respect the law, and by a course of industry and sobriety, by the practice of sound morality, and a strict observance of the Ordinances of Religion, to prove themselves worthy to be the Possessors of a great and free Colony.

It is also, at this time especially, my duty to apprise the Colonists of my resolution to take every lawful means for extending the same protection to the NATIVE POPULATION as to the rest of His Majesty's Subjects, and of my firm determination to punish with exemplary severity, all acts of violence or injustice which may in any manner be perpetrated or attempted against the Natives, who are to be considered as much under the safeguard of the law as the Colonists themselves, and equally entitled to the privileges of British Subjects. I trust therefore, with confidence to the exercise of moderation and forbearance by all Classes, in their intercourse with the Native Inhabitants, and that they will omit no opportunity of assisting me to fulfil His Majesty's most gracious and benevolent intentions towards them, by promoting their advancement in civilization, and ultimately, under the blessing of Divine Providence, their conversion to the Christian Faith.

By his Excellency's command,

ROBERT GOUGER,
Colonial Secretary.

Glasgow, 26th December, 1856.

GOD SAVE THE KING.

convictions, believing that what he was doing was for the best. At the same time the sincerity of his intentions did not prevent his line of action being eminently unfortunate, and the extreme step being taken of requesting his recall.

While this request was acceded to by Lord Glenelg, the Governor was assured that no censure was pronounced upon him, and on his departure an address was presented which expressed the personal attachment of many among whom he had lived.

Captain Hindmarsh left the colony on July 14 for Sydney, expecting to return after vindicating himself in England. This was out of the question, but he was advanced in his profession by being made an Admiral, and in 1840 he was appointed Governor of Heligoland—a position which he held for many years. He received the war medal and seven clasps in 1849, and other honorary distinctions in recognition of his long and distinguished naval career. The honour of Knighthood was conferred upon him in 1851, and in 1856 he returned to England, where he died in 1860, at the advanced age of seventy-eight years.

THE LANDING AND PROCLAMATION.

Happily the coming troubles were beneath the horizon on the hot morning of December 28, 1836, when the "Buffalo," with the Governor and other officials on board, accompanied by the "Cygnet," hove in sight. Mr. Gouger's account of the proceedings is that on going as usual to let out his goats at an early hour he saw these vessels standing in to Holdfast Bay, and before 8 o'clock a messenger arrived requiring his attendance on board.

He found His Excellency and party in good health and full of hope and ardour to commence their colonial career. The "Buffalo" had put into Port Lincoln, where the "Cygnet" was awaiting her. Captain Lipson was the bearer of a letter from Colonel Light, announcing that the most desirable site for the capital had been found on the eastern shore of Gulf St. Vincent. The Governor landed at Spalding Cove, and was greatly impressed with the scenery and apparent capabilities of Port Lincoln; but as his arrival was being anxiously awaited by the Government officials and settlers, who had previously arrived, there was no justification for delay.

En route the Governor was impressed with the superior accessibility of Gulf St. Vincent. In a letter written to Mr. Angas, referred to on page 53, he spoke of the entrance to Spencer Gulf as dangerous until surveyed, and remarked that Flinders's track was the only thing to be depended upon; whereas the entrance to Gulf St. Vincent seemed perfectly clear. He spoke in glowing terms of the beauty and quality of the plains, stretching from the coastline to the foot of Mount Lofty, which, he said, he had named after Lord Glenelg as worthy of the honour.

A decision having been come to that the swearing-in should take place immediately, active preparations were forthwith made on shore for the inaugural ceremony. Mrs. Robert Thomas recorded in her diary how the provision was made for a procession, and something in the nature of a collation, in the *menu* of which a Hampshire ham was apparently the *pièce de résistance*. Mr. Gouger's diary contains the following account of the formal proceedings:—"At 3 o'clock the marines from the 'Buffalo' were drawn up in a line, and the whole of the colonists assembled in front of my tent. Before, however, reading the Commission in public, I took the necessary oaths of office, and as senior member of the Council present I administered to the Governor the oaths of office. We then held a Council in my tent for the purpose of agreeing on a proclamation requiring all to obey the laws, and declaring the aborigines to have equal rights and an equal claim with the white men upon the protection of the Government. The Commission was then read in public, a *feu-de-joie* was fired by the marines, the white ensign hoisted, and a salute fired by the ships. The proclamation having been read, the meeting adjourned to Mr. Kingston's tent, where a cold dinner was provided for such as chose to partake of it, and the festivities were kept up to a late hour.'

Mrs. Thomas says that the company was the largest yet seen in the colony—perhaps two hundred persons. "The Governor was very affable, shaking hands with the colonists, and congratulating them on having such a fine country." The usual loyal toasts were proposed, the National Anthem sung, the health of His Excellency and Mrs. Hindmarsh, with other sentiments, was duly honoured. "The Governor then gave the following: 'May the present unanimity continue as long as South Australia exists,' which made the plain ring with acclamations; and at about 5 o'clock His Excellency and lady departed to the ship, and some of the officers and others followed in another boat. They all seemed highly delighted with our village, as I may call it, consisting now of about forty tents and huts, though scattered about without any regularity, as every family fixed their present abode wherever they pleased, knowing it would not be of long duration."

In the minds of Mr. Gouger and Mrs. Thomas the occasion wore something of the glamour of romance; but another writer, a few months afterwards, described the event without any such tinting. "A dozen or so of drunken marines of H.M.S. 'Buffalo' discharged several muskets in honour of the occasion. A table, manufactured impromptu out of boards, supported on barrels; salt beef, salt pork, and an indifferent ham, a few bottles of porter and ale, and about the same quantity of port and sherry, from the crypts of the 'Buffalo,' completed the official banquet which graced the advent of official rule to the shores of South Australia."

There was a good deal more said about the event at the time in varying terms; but whether it be regarded in the rosy light of enthusiasm, or through the tinted spectacles of prejudice and disappointment, it was important as the actual birth of a nation, and the formal inauguration. Mr. Hodder remarks that the day was one long to be remembered. "A band of brave-hearted men and women had staked their fortunes, left home and friends and country, and journeyed to the antipodes to settle in a land almost uninhabited, unsurveyed, with no town laid out, nor even the site of the intended capital selected. And amongst the number assembled that day on the Glenelg plains were men who were to be the 'makers' of the new colony—men who were to bear the burden and heat of the day; and by their toil, judgment, and persistence lay the foundations of healthy, political, social, and religious life in one of the finest lands on which the sun ever shone."

The old gum-tree under which tradition says the proclamation was read has succumbed to decay; but the memory of the scene enacted beneath its shade is religiously preserved, and there is a semi-sacredness about the place where it stood. No holiday of the year is more generally observed than Proclamation Day. A fine national instinct jealously preserves the Commemoration, and many thousands habitually make the pilgrimage to Glenelg. A gathering of the few survivors of the company that welcomed Governor Hindmarsh is always on the programme, and two carronades from the "Buffalo," mounted on the Esplanade, are mute reminders of the time when the salute was spoken by their iron lips.

THE SITE FOR THE CAPITAL.

The proclamation festivities were still in progress when Captain Hindmarsh enquired about the site of the first town. He was told it was too far away to visit that afternoon, but either the next day or the day following, in company with other officials, he walked across and met Colonel Light. The party set out from Glenelg in high spirits. Their expectations had been raised to a high level by what they had heard of the beauty of the place. They were charmed with the country through which they passed, and enchanted by the scene from the plateau on which Adelaide stands, and the virgin loveliness of the little river at its base. Mr. Allen seems to have found prose inadequate for its description, and therefore turns to poetry:—

The country there
Seemed God's own country; for man's use
Intended, and by man's use sustained.
Woods for his hearth, and pastures for his board;
And yet the landscape, in its simple wealth,
Had something of a lordly aspect, too:
A fine old English look.

The one drawback, in the mind of the Governor, was the distance from the sea, which to him, as a

sailor, appealed with special force; and there were others who shared in his objection. Both he and they were entitled to their opinion; but Colonel Light was invested with the sole responsibility and authority in the matter, which they seem to have overlooked. The Governor was persistent and somewhat dictatorial. When it was found that vessels the size of the "Buffalo" could enter the Port channel, he wanted the site of the town to be chosen further down the river. Colonel Light, however, found tokens of inundation all along the banks. He had spent three months in the work of investigation, was satisfied with his choice as the best, and determined not to give way.

The contention was most unfortunate. It split the settlement into opposing parties, delayed the work of surveying, and sowed the seeds of bad feeling, which grew with great rapidity, producing in the end a pestiferous crop. The Governor's attitude was, to say the least of it, peculiar. Only eight days after the proclamation, writing to Mr. Angas, he said:—"Adelaide is to be on the bank of a beautiful stream, with thousands of acres of the richest land I ever saw. Altogether, a more beautiful spot can hardly be imagined." Yet he persistently interfered with and opposed the plans of the Surveyor-General, irritating his sensitive nature beyond the verge of endurance.

After suspending the survey to inspect some alternative position that was urged, Colonel Light was driven back to his first choice, and compelled to assert himself. While expected to confer with the Governor, and pay due regard to his suggestions, the instructions by which he was bound explicitly warned him against yielding to any influence that would divert him from the responsibility of decision. "My instructions from the Commissioners," he said, "were peremptory as to the responsibility of the choice devolving on myself, for although I was allowed to pay respect to the Governor's opinion, yet my judgment on this point was to be paramount and conclusive."

Three considerations seem to have been present to the Surveyor-General's mind, and to have governed his decision:—1. Beauty and salubrity of situation, a slightly elevated plateau of sufficient area, with gently sloping ground in every direction. 2. The near neighbourhood of excellent land in abundance suitable for farms and sheepruns. 3. A permanent water supply, not anywhere else available. Far better, he argued, to cart commodities to or from the Port than to do the same with regard to a great necessary of life. These reasons would appear to be strong enough to silence any opposition, but such was not the case.

Captain Hindmarsh had a full share of the tenacity which helped his fellow-seamen to conquer at the Nile and Trafalgar, and he went so far as to convene a public meeting to discuss the site of the capital, which was held on February 16. At this meeting a motion

2nd REPORT ON COLONIZATION OF SOUTH AUSTRALIA.

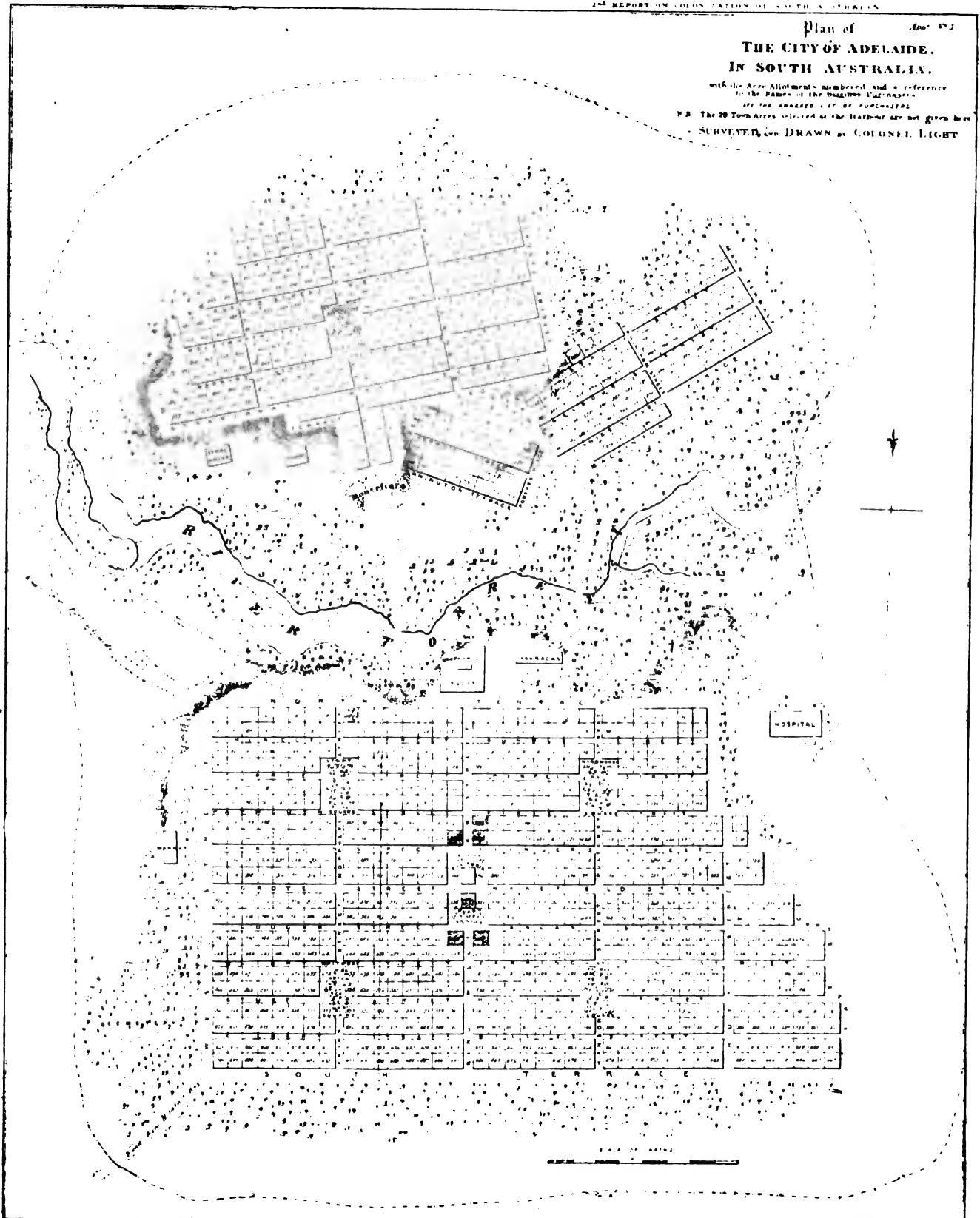
Plan of April 1837

THE CITY OF ADELAIDE.
IN SOUTH AUSTRALIA.with the Area Allotments numbered, and a reference
to the Names of the Original Proprietors.

See the annexed List of Proprietors.

P.S. The 70 Town Acres situated at the Harbour are not given here.

SURVEYED AND DRAWN BY COLONEL LIGHT.



FACSIMILE OF PLAN OF CITY OF ADELAIDE, AS DRAWN BY COLONEL LIGHT.

was submitted:—"That it is the opinion of this meeting that the site at present selected for the chief town of the colony, being at a considerable distance from navigable waters, is not such as they were led to expect would be chosen." After some discussion it was met by the following amendment:—"That this meeting considers that in the site selected by the Surveyor-General for the first town he has secured in a most satisfactory manner those advantages which the Commissioners and the first purchasers in England contemplated as essential, namely, a central point in the province, in the neighbourhood of a safe and comfortable harbour, abundance of fresh water on the spot, and good land pasturage in its vicinity, with a probable easy communication with the Murray, Lake Alexandrina, and the most fertile parts of New South Wales, without fear of any injury to the principles of the colony from too near an approach to the confines of the convict settlement." The voting was—218 for the amendment and 137 against, there being a majority of 81 in favour of Colonel Light's selection. The total number of the voters shows how strongly public feeling was aroused in the matter.

Recording this meeting and its result in his diary, Mr. Gouger wrote:—"After much discussion, it was determined by Colonel Light to survey at the harbour 437 acres for a town, retaining the site of Adelaide for the residence of the Governor. This wise arrangement appears to please all. For my own part I shall select all the land over which I have any control at Adelaide, under the firm assurance that eventually the harbour will be the Blackwall to our London." Evidently the Colonial Secretary sided with the Surveyor-General, and was thus in antagonism to the Governor, for which he had to pay dearly before very long.

Notwithstanding the emphatic expression of opinion elicited from a public meeting called by his own command, His Excellency persisted in his irregular and injudicious course. He had been charmed with Port Lincoln, and had expected that the capital might be located near the coast at Encounter Bay, neither of which places Colonel Light considered as in any wise suitable. Accordingly he appealed against his fellow-officer's action, though it was approved by a majority of the colonists, to the Commissioners in London, and urged them to remove the capital to the site he suggested. It is simply amazing that he should have deemed it possible for the Commissioners to endorse his remonstrance and override the Surveyor-General on his bare *ipse dixit*, and the answer he received was only what he might have expected. He was told that "when he applied for the office of Governor he was distinctly informed that the right of selecting the capital would be vested solely in the Surveyor-General," and that when he pressed the Board to cede this right to him "he

was seeking for an extension of power inconsistent with the principles of the colony, and that a Governor of South Australia must be content to receive and to hold his appointment subject to the condition of non-interference with the officer appointed to execute the surveys and to dispose of the public land." Among those who favoured the Encounter Bay location, one of the most active was the first Judge, Sir John Jeffcott, who, with Captain Blinkinsopp, attempted to prove justification for his views by sailing through the Murray Mouth, and paid for his temerity with his life.

South Australians generally, and the citizens of Adelaide in particular, are under permanent obligations to Colonel Light for his judgment in selecting the site occupied by the principal city, and even more for the courage, approaching heroism, with which he endured prolonged and bitter opposition without swerving from what he understood to be his duty.

THE FIRST LAND BOOM.

When the site of the capital was understood to be fixed, though the contention about it continued, the settlers began to move inland from Holdfast Bay, and fix their habitations in the neighbourhood of what they expected to be their permanent residence. The favourite locality was, of course, in proximity to the river, for the sake of the water supply, and before long a medley of queer, nondescript structures was strung in picturesque disorder from where the Cattle Market is now established to the present site of the Botanic Gardens.

Many kinds of materials were pressed into service. A few frame cottages had been imported, but the difficulty was to find means of transporting them across the plain. Among the necessities that were overlooked was provision for traction, and there were only two horses when the men and women numbered several hundreds. The handiest and consequently the most popular material for hut-building was simply hardened mud, or *pisé*, as it was called, mother-earth had to do for flooring, saplings served for roof timbers, and the river supplied reeds for thatch. Of such materials as these the first Government House, a viceregal mansion of three rooms, was constructed by a party of marines from the "Buffalo," and tradition says that the architect entirely forgot to make provision for a fireplace or chimney, which, accordingly had to be built outside.

Apart from the chronic quarrelling among the officials, the people generally had a cheerful if not an altogether happy time. The excitement of novelty had not worn away. Although no producing industry had been established, and the community was consequently living on its resources, there was no pressing sense of responsibility. The stimulus of hope was always present. Though the conditions of life were rough, privations and

hardships were made light of, for all were pretty nearly on the same level, disposed to regard existence as a kind of continual picnic, and to look at the bright side of the situation. Then, and for long afterwards, the *al fresco* style of housekeeping was the most general.

Meanwhile, Colonel Light and his assistants were pushing on with the survey of the city as fast as could be expected considering the drawbacks of ill-health from which the chief officer of that department suffered and the constant irritation arising from vexatious objection and interference. Colonel Light had been instructed when laying out the first town to make the streets of ample width, arranging them with a due regard to convenience, salubrity, and beauty, and to make the necessary reserves for squares, public walks, and open spaces. The plan of the city, which is his enduring memorial, shows how faithfully he carried out these instructions. He inspected the site with the utmost care, so as to take the greatest advantage of its topography. South of the river the encompassing terraces were aligned with reference to the cardinal points of the compass, which governed the main streets they enclosed. He was required to reserve ten acres as a Government domain, and to appropriate two hundred acres for a public park and gardens. On the north of the river the contour of the undulations was allowed to fix the main lines that were chosen, and a belt of park lands about 500 yards in width enclosed the whole. The survey and staking off of the town acres was commenced on January 11 and completed on March 10, but the selection was not made for nearly a fortnight afterwards.

Holders of land orders were, of course, on the same footing, and no one could claim priority of choice. Each purchaser of a country section was entitled to a town acre, for which reason there could not be a sale of land in the first instance. The plan of the town was duly exhibited for inspection, the method of drawing lots decided upon, and on March 23 the preliminary purchasers who had deposited money for land in England to enable the colony to be founded made their selections. The lion's share as to numbers, of course, fell to the South Australian Company, being the largest preliminary purchaser and depositor in order to float the stranded colonization project, and it obtained over 100 acres. It is a somewhat remarkable fact that some of the owners of land orders did not claim their town acres for thirty or forty years—probably because the odd acre attached to their right was not appreciated at first.

The naming of the streets did not take place for two months, and, like most other things, was the cause of endless bickerings. Happily, there was no trouble about the name of the city, for the King's request was tantamount to a mandate. Finally, a kind of commission was formed, in which the various officials and a con-

siderable proportion of landowners were included. The result was that the various streets, squares, and terraces had affixed to them the names of almost every one of note who had been connected with the colonization scheme and the founding of South Australia.

Meanwhile, a few days after the drawing, the unselected town acres were sold by auction. The prices ranged from £2 2s. to £14 14s. per acre, the average being about £7, and the total amount realized was £3,594 4s. Perhaps it was not in human nature to resist the temptation which was thus presented. The selected acres had cost their owners 12s. or £1 each at most, but they suddenly acquired an immensely enhanced value by the competition for the unselected acres and the much higher rates they commanded. At the time, transactions in these town acres were, of course, entirely speculative, for no developmental work was in progress. The fever ran so high that in a short time town acres were being sold for £80 to £100. It is said that £180 was offered for one of them and refused, and that the fancy price of £250 was asked for those that were considered to be most eligibly situated. Individuals who were able to make such profits seemed to have discovered an easy way of growing rich, but there was no gain to the community in such operations. The inflation, being purely artificial, was necessarily followed by a disastrous collapse when the bubble burst, and the slump that followed the boom had its share in the coming trouble.

At this distance of time it is easy to criticise the course of procedure, to point out the errors in management, and to deplore their consequences; but it should always be remembered that the entire enterprise was an experiment, without precedent, and that wisdom could only be purchased by experience. Nevertheless, the fact remains that the cart was put before the horse, for which the stipulation in the Act of Parliament that a certain and large quantity of land should be sold in the first instance was largely responsible.

Had a pioneer expedition been sent out to begin with, charged with such duties as the selection of a site and the survey of a town, surveys of land for cultivation, and preliminary arrangements for food and water supply, so that immigrants on arrival could have been located and set to work as producers without loss of time, the earliest chapters of South Australian history would have read very differently. As it was, land purchasers, whether private individuals or the Company, were eager to obtain possession of their property. Their capital was lying idle, and their investments were yielding no return. Hence, party after party was dispatched, the members of which had nothing to do for month after month but kick their heels in enforced idleness, and the situation lent itself to the development of discontent and dissension.

The food supply became a pressing question at a very early stage. On the other side of the world it was easy to plan that necessaries could be obtained from the older settlements, but the small sailing vessels in use made long voyages of what seemed short journeys, and often met with bad weather. Colonel Light sent the "Cygnet" to Van Diemen's Land before the Governor arrived, for 800 sheep, but the passage was so stormy that nearly all of them died on the journey. The sum of £5,000 was afterwards voted by the Governor and his Council for the purchase of flour, horses, bullocks, wagons, barges, etc., and occasional consignments of live stock were brought from the Cape of Good Hope and other places, but for a long time the total supply was inadequate, besides being irregular. The diffi-

traction problem was most serious. The settlers at Glenelg had to transport their belongings to the city in the best way they could. They formed a kind of straggling, nondescript procession across the plain, and their vacant places were occupied by newcomers, either from Kangaroo Island or the old country, who had, in due course, to follow their tracks.

One difficulty produced another, and the hindrances to progress were both real and vexatious. The unskilled members of the survey party were called "two-shilling-a-day slaves"—a title they were likely to resent, and they had genuine grievances besides their low rate of remuneration. Colonel Light wrote concerning them:—"Their complaints had much truth. They had signed in England for twelve shillings a week and rations—the



Photos by H. Krischock.

C. E. Stamp, Artist.

culty was not finally overcome until the practicability of bringing cattle and sheep overland was demonstrated.

Colonel Light's judgment in fixing the site of Adelaide near a running stream was convincingly illustrated in a way that ought to have brought even Governor Hindmarsh to reason. Mr. Hodder says:—"The lack of fresh water at the harbour was a great obstacle to progress. As an instance of the cost of conveying it to the bay, it may be mentioned that the 'Buffalo' had twenty tons of water conveyed from Adelaide to Glenelg, the charge for which was £100, and nearly half this amount for bringing back the empty water-casks."

When there were only two horses in the colony and scarcely any bullocks or other draught animals, the

same in quality as allowed in His Majesty's Navy, and they were sometimes many days with hardly anything but biscuit, sometimes not that. Had there been no difficulty with the men, we could have detached a party from the town, as not a single working bullock could be had. The tents were all in use by the immigrants as well as by the surveying parties. The rations which came up from Holdfast Bay in small quantities were delivered almost immediately, not only to those entitled to them by agreement, but also to the immigrants, who had no other means of sustenance than from the Commissioners' stores, and the remaining part of the twelve months' stores purchased in England for the use of the survey alone, was now shared out to all. Hu-

manity required this, but the consequence was a cessation of work, and an apparent neglect of duty on the part of the Surveyor-General, for which, of course, there were many quite ready to abuse him."

It is not very surprising that under such circumstances survey work came to a standstill, and that when the stores difficulty was overcome occasional strikes among the men took place. No one could have been more anxious to push on than Colonel Light, but what with disloyalty on the part of fellow-officers, dissatisfaction in the minds of the men, and interruptions by bad weather, he was heavily handicapped, and finally his strength gave way. "During the period," he wrote, "I began to feel a very evident change in my health, which, with anxieties of mind, wore me down very much, and I was obliged to neglect many working days in consequence." The country surveys were commenced in two directions, Mr. Finniss with one party working from the west of the city, while Colonel Light took the right bank of the river. Still the business proceeded slowly, so slowly indeed that in October, 1838, a year and a half after the city was laid out, and Governor Gawler had replaced Governor Hindmarsh, 21,000 acres of preliminary purchases remained unsurveyed, and, of course, the greater proportion of subsequent purchases were entirely unprovided for.

Mr. Hodder ascribes the overwhelming difficulties and disaster of the first years of the history of the colony in the first instance to the unavoidable delay in the progress of the country surveys, and in the next to the error of the Commissioners in permitting emigration to take place to the extent it did before the country land was ready for selection. The facts were as he alleges, though they might more properly be placed in reverse order, and the inevitable result of such mistaken policy is almost self-evident. Within twelve months of the arrival of the "Duke of York" at Kangaroo Island, sixteen vessels from England alone had landed over a thousand passengers, and many settlers had arrived in the twenty-five vessels which had left Sydney and Tasmania with stock, provisions, and merchandise. In the month of November, 1837, the population was estimated at 2,500, nearly the whole of it congregated in or near the city, producing nothing, because those who held land orders could not obtain possession of their land, and, as a community, steadily becoming impoverished.

Such was the stagnant condition that agricultural implements and dairy utensils, instead of being put to their legitimate use, were sold by auction at ridiculously low prices, and the proceeds used for current expenses. "The majority of the settlers," it is said, "were without income, and had to live upon their capital and by the sale of their town acres. Rents being very high, employment was given to artisans at extravagant prices to erect buildings in the city; but as houses soon increased

and rents diminished, those who had embarked their capital in buildings had cause to regret making such investments." Living was necessarily expensive, as provisions of all kinds had to be imported, and it was disheartening to persons of moderate means when they found their resources diminishing towards the vanishing-point.

Apart from what may be called the preventable difficulties of this harassing time, there were quite enough inseparable from the formation of a new settlement in an uncivilized country to tax the patience of the pioneers. In May, 1837, after the usual preliminary contention with the Resident Commissioner, the Governor was induced to proclaim what was called "the Harbour," to distinguish it from "the Bay" as a legal port. One of the troubles was that the land was low and swampy, while the head of the creek was shallow. A small canal was cut to enable lighters to discharge their cargoes on firm land, the excavated silt being used to form a kind of wharf or pier, which was above the level of ordinary high tides. This landing-place was about a mile up stream from the present wharfs, and bore the expressive name of Port Misery. The canal, which would accommodate six or eight barges, cost about £800. At Holdfast Bay there was not even this convenience, and there, until the end of 1839, nearly all vessels anchored. There being neither wharf nor jetty, boatloads of passengers and their belongings were taken as near the shore as possible. Women and children—sometimes men also—were carried ashore by the sailors "pick-a-back," and their goods were dumped on the sand. Later on, when horse- or bullock-drays were available, it was customary to drive them into the surf as near as possible to the stranded boats, and so shorten the final stage of the sea transit, but for several months there was little aid of that kind procurable.

Of course, accidents were frequent. Boats sometimes capsized in the surf when the rollers were worse than usual. Packages occasionally tumbled overboard, and there is a tradition that Mrs. Hindmarsh had the unpleasant experience of seeing her piano floating ashore. Even when the landing was negotiated, there was the formidable task of getting luggage and other impedimenta over the plain. All kinds of impromptu devices were pressed into service, such as handcarts, wheelbarrows, sledges, and skids, the haulage being man-power, and it was the same both from the Bay and the Port, although the latter was very little used for a considerable time.

The Government was in an exceedingly awkward financial position. Only about £1,000 was sent in specie with Governor Hindmarsh, and there was scarcely any revenue that could be appropriated for the purposes of current expenditure. The duties on spirits and wine licences yielded only a small amount, and the proceeds of land sales, even when they commenced, were, accord-

ing to the Constitution, reserved to promote immigration. Depletion of the exchequer was a short and speedy process, and there was a Colonial Treasurer without a Treasury.

Mr. J. W. Bull records a story which he received from Mr. Osmond Gilles, who occupied that anomalous position, that is worth summarizing. A body of marines had been landed as a kind of bodyguard for the Governor, and they had the reputation of being rather a drunken lot. One of them had been stationed as a sentinel at "the Treasury," which was a tent enclosing an iron safe, lent by Mr. Gilles. Passing by this tent late at night the Treasurer found the guard lying on the ground hugging his "brown bess," helplessly intoxicated. With a few sharp words, and some sharper kicks, Mr. Gilles woke the man up, asking, "Do you know where you are?" "Yes, sir; yes, sir." "Well, then, where are you?" "Aboard the 'Buffalo,' sure—but, oh! Lord, what shall I do, it's the Treasurer himself. Oh! sir, don't report me; I shall be ruined." There was a great deal more of the sort, and some pretty strong language; but Mr. Gilles remarked, after all, it did not matter much—there was only eighteen pence in the safe. The replenishment at that time came from the Treasurer's private funds; but at a later period, during the administration of Governor Hindmarsh, the representatives of the Company advanced £5,000, the Government being actually out of funds.

The continued influx of immigrants, and their natural gravitation towards the city, made some kind of accommodation for them a necessity, and accordingly temporary modern structures were erected on the western park lands, which received the name of Emigration Square. The position was not far from that now occupied by the Gaol. An infirmary and dispensary formed part of the establishment, and the office of the Immigration Agent was also included.

Within the city there was, all this time considerable activity. Permission was given on March 28 "to cut down and grub up trees in the public streets, except those within 16 ft. of the frontage of private property." Wells were sunk, which proved that good stone for building was available, and tradespeople of many kinds were establishing themselves as fast as possible. By the end of 1837 there were about 50 substantial buildings erected, and thrice that number of inferior dwellings or huts. New arrivals were agreeably surprised by the general air of prosperity that was visible.

As permanent possession of country land could not be granted until the surveys were made, owners of stock were allowed the free use of the open country, and, as the number gradually increased, a beginning was made in grazing and dairying, though on a small scale. The experiments made by Mr. Menge at Kangaroo Island, and on one of the Company's acres on North Terrace,

had proved that the land was suitable for cereals, so that, amid all the difficulties, a cheerful confidence in the future was maintained.

The brave and cheerful spirit which dominated the pioneers, and ultimately pulled them through, is admirably reflected in a letter sent to England by Mr. Morphett in December, 1837, which also shows the situation in its most favourable aspect. Mr. Morphett said:—"It is not a twelvemonth since the Governor proclaimed the province on the plains of Glenelg, and very little more than that time since the first body of immigrants landed on the shores of Holdfast Bay—the forlorn hope, as it might be termed, of a large, wealthy, and intelligent community of Englishmen, who had fixed upon the country as the scene of an experiment in colonization. I recollect the disconcerted and dismal look with which most of the party regarded from the deck of the ship the dried and deserted appearance of the plains, which, to their English ideas, betokened little short of barrenness. . . . All this has given way to approval of the place, confidence in the capabilities of the soil, and fitness of the climate, with the most perfect satisfaction at the steps we have taken, and a full confidence in the ultimate benefits that will be reaped by those who are pecuniarily interested in our adventure. . . . The activity which prevails in business is healthy, and likely to last. Business in Adelaide has already been systematized, after the fashion of large towns in England. At first the retail trade was in the hands of half a dozen individuals, who both sold 'the staff of life' and prepared 'the trappings of woe'; now we have butchers, bakers, tailors, shoemakers, dressmakers, and a variety of tradesmen, each class following its own particular calling. There never was a colony which, within the same time, had assumed one-tenth of the outward signs of an independent community that this has now done. Visitors from the sister settlements in Australia are surprised at the forward state of our town, at the evidence of capital which they see, at the energy and spirit which prevail, at the amount and character of stock, and at the comforts which most have collected around them." There is no exaggeration in any of these statements. The optimistic vein that pervades them is noteworthy, but it is evident that the vital importance of developing production had not been fully appreciated.

THE SOUTH AUSTRALIAN COMPANY AT WORK.

Many accounts have been written of the interesting initial stage of South Australian settlement, and when they are carefully compared it becomes very evident that the saving element in it was the sustained energy of the South Australian Company. It was one of

several organizations that had a share of responsibility, but the only one that was managed in a business-like way, that grasped the situation and provided for its needs. The Colonial Office was inert, the Board of Commissioners distracted by the complaints it received, and the officers appointed by these authorities were quarrelling with each other; but the Company was leaving no stone unturned to make the colonization scheme a success.

The Company had, of course, much the largest stake in the country. It owned, in the first instance, 102 town acres, 13,770 country acres, and 330 acres at the first settlement on Kangaroo Island. When the town acres were sold in March, 1837, further purchases of 66 were made at the "city." The holding was increased when the New Port, as it was called, was opened and laid out. At that time, in addition to a considerable sum expended in wharves and warehouses, a road was formed across the swamp at a cost of £13,000, which was exchanged for an equivalent in land at the upset price, so that the road might become public property.

The programme of the Company, as detailed in its prospectus, which has already been quoted, was not merely the purchase of land to enable the Colony to be started, and its re-sale, but the utilization of the estate in various ways, and little time was wasted in establishing the several industries referred to, or, at least, testing their practicability. By adopting this course a large amount of capital was expended in the employment of labour at a time when otherwise many of the emigrants would have had nothing to do.

It was a great advantage that the Company had sufficient capital at command for its operations. Mr. Sutherland very properly remarks that the proceeds of the first land sales represented funds withdrawn from private enterprise, and the abstraction of so much capital from the pockets of the settlers at this juncture did more harm than good. The Company, however, "acted as a sort of universal provider, taking up all kinds of industrial work such as were not within the means of the individual settlers themselves. Among other things, it undertook the erection of frame houses which were sent out by the Commissioners, and of cottage tents. It entered largely into building operations, which were gradually relinquished when its efforts were no longer required.

Recognizing that stone, clay, and lime were likely to be more useful, as they were certain to be more durable, for building materials than imported timber, Mr. Johannes Menge was engaged, not only to search for minerals, but also to superintend the working of stone and lime quarries, for which purpose he was accompanied by German quarry-men and miners. The miscellaneous character of the Company's agents and operations is amusingly illustrated by a reference to the departure of the "South Australian," one of the Com-

pany's vessels, from Plymouth. There were on board the Bank manager, five fishermen, four shipwrights, a butcher and salter, a smith and farrier, two farm labourers, two German vine-dressers, a flax-grower, and three German agricultural labourers. The live stock included two pure Devon bulls and two heifers and twenty pigs.

As the pioneer pastoralist the Company displayed sound judgment, together with enterprise, and rendered essential service. One of its early shipments was twenty Cashmere goats by the "John Renwick." Another was a choice selection of merino rams and ewes, originally purchased in Saxony for shipment to Tasmania, but obtained at considerable expense for South Australia. Pure Leicesters and other choice varieties of sheep were exported, and to improve the breed of cattle a "Comet" bull, long afterwards referred to as one of the leading progenitors absolutely unequalled in the Southern hemisphere. This particular animal represented the best type of Shorthorns in the United Kingdom. At one time the Company owned extensive flocks and herds, but true to its principle of not keeping up the scaffolding when the building was erected, it relinquished its pastoral pursuits in 1851, and disposed of all its stock.

No attempt was made to enter into competition with farmers and horticulturists, but assistance was rendered to their operations by testing the suitability of the soil and climate for certain prospects. It introduced a variety of fruits—the vine, the Zante currant, and the olive—but on their cultivation limited itself to the establishment of a small nursery.

Fisheries occupied a relatively important place in the Company's programme, and for a time the operations were on a somewhat extensive scale. There were sperm-whale, beach, and off-shore fisheries. Five of the Company's vessels were engaged in this industry, and stations were established at Encounter Bay and Kangaroo Island. The catching of fish for home consumption, salting, and exportation, was also contemplated, and, indeed, entered upon. The first export by the Company's agents consisted of three barrels of salted fish, containing 1,359 mullets and 605 lb. of skipjacks, which were consigned to Van Diemen's Land. It was something like sending coals to Newcastle, and that branch of trade was soon abandoned. The first export from South Australia to England consisted of oil from the fisheries, but in one way or other the Company's vessels came to grief, and whale-fishing was never a conspicuous success.

This active and well-organized agency, being vigorously at work along so many lines, was a prominent factor in the early life of South Australia, and, indeed, its one vital element. Its institutions and establishments were everywhere. Supplies were obtained from the Company's stores, flour from the Company's mill, stock from the Company's station, milk and butter from

the Company's dairy, shipping was accommodated at the Company's wharf, and financial business transacted at the Company's bank. All these agencies were established and employed for the advancement of the colony; they averted collapse, were maintained as long as required, and withdrawn when no longer necessary. One of the most remarkable features presented in the history of the Company is the absence of any attempt to establish a monopoly to the detriment of the public, while aiming to be serviceable in every possible way.

Of more importance than any other single line of activity was the establishment of the Bank of South

it assisted settlers to commence farming and other operations. Its usefulness was thus summarized by Mr. McLaren, the General Manager of the Company in 1841:—"I do not hesitate to say that the progress of the colony and the success of individual colonists have been more owing to the Bank of South Australia than to any other cause whatever—perhaps I might say than to all other causes put together."

RELIGIOUS AND EDUCATIONAL.

The administration of Captain Hindmarsh extended over little more than eighteen months, but the record of that brief period is something like the first chapter of Genesis. It is a story of beginnings. A commencement was made in some things that were not proceeded with to any extent; but in many more a solid foundation was laid for the goodly superstructure of after years. The colony itself was founded, the site of its capital selected, the city surveyed, and its settlement begun. Similar work was done at the chief port of the colony. The machinery of government was set up; the Fourth Estate made its influence felt; banking, commerce, and several branches of industry were initiated. The administration of justice was provided for. Acquaintance was being made with the surrounding country to the north and east. A crop of wheat—though the area was only about seven acres—had been reaped, and livestock of all kinds was increasing in numbers.

Especially noteworthy is the excellent work that was done in establishing religious ordinances and educational institutions. The Rev. Charles Beaumont Howard was one of the passengers by the "Buffalo," which brought Governor Hindmarsh. He had been appointed Colonial Chaplain on the recommendation, it was said, of the Bishop of Norwich "and many other of the highest dignitaries of the Church." The notification was accompanied by the statement that he was "not only adequate to the efficient performance of his religious duties, but a man of great private worth and intelligence—a good and sincere Christian minister." His career in South Australia fully justified this representation. Mr. J. W. Bull describes him as specially adapted for the work of a missionary priest. As soon as the site of the city was fixed, and a small population concentrated in the locality, he sought to commence his ministerial duties. In order to provide some kind of place for holding services in, he borrowed a large sail from one of the vessels at the Port. He packed it on a truck borrowed from Mr. Osmond Gilles, the Colonial Treasurer, and, there being no other way of doing the haulage, the two of them, harnessed tandem fashion, undertook to drag the load across the plains. Mr. Bull gives an amusing account of a capsize which befel the team at Hindmarsh; but they persevered, rigged up the sail as a tent, and service was held under it the next day. A move was afterwards



Photo by H. Krischock.

Australia. It was foreseen from the first that a bank would be necessary to provide facilities for the transaction of monetary affairs. In his life of George Fife Angas, Mr. Hodder has given a full account of the inception of the bank, the arrangements that were made for its establishment, and the conditions on which it was placed under an independent Board. He has also described the service it was enabled to render the Government when the public Treasury was empty, and how

made to a room in Currie Street, which was used on weekdays as a Court House. A wooden-framed church, sent out from England, was next occupied, and then it was decided to build a more substantial structure on the acre at the corner of Morphett Street and North Terrace, given for the purpose by Mr. Pascoe St. Leger Grenfell. The foundation-stone of this building was laid by Governor Hindmarsh on January 26, 1838, so that Trinity Church is one of the most conspicuous connecting links between the present and the past. Mr. Gilles and Mr. Howard made themselves responsible for £1,000 to the contractor for this edifice; and, though it is anticipating events, it may be proper here to mention that when prostrated by illness, five years afterwards, Mr. Howard was served with a writ for the amount, and his death, which occurred a few days afterwards, was believed to have been hastened by the painful shock he thus received. Mr. Bull, who records these particulars, says the Rev. C. B. Howard abounded in Christian charity, and, consequently, was beloved and respected by all classes of colonists and members of other communions. He did very much to promote the harmony which prevailed in religious matters and the co-operation displayed in providing for the erection of different places of worship.

It has been mentioned elsewhere that there were Wesleyan Methodists on board the first vessel which reached Kangaroo Island. They commenced public services in the settlement there, before the arrival of the Governor, which were regularly continued for several months, the pioneers in this work being two laymen—Messrs. East and Boots. In the "Coromandel," which reached Holdfast Bay on January 12, 1837, there were ten members of the same denomination, one of whom was Mr. J. C. White. The party landed on a Saturday, camped on the sandhills, and remained there over the Sunday, dragged their belongings on sledges about a mile inland on the Monday, and on the following Sunday Mr. White preached in the large square tent of Mr. Stephens, the Company's Bank Manager. This was the first Methodist service on the mainland. As the population gravitated to the city, other services were held at "Buffalo Row," in various houses, or the open air, by members of the same zealous band. Something like a centre for their operations was secured early in May, when Mr. Stephens, having got his house erected, its spacious kitchen was utilized for the purpose; and there, on May 11, 1837, a Church was organized on denominational lines. These good and earnest people had no minister of their own; they had no ecclesiastical authority, and no mandate of any sort; but they proceeded with arrangements to which they were accustomed, constituted themselves into a Wesleyan Methodist Society, appointed Church officers, and distributed their duties in a systematic manner. Their efforts were

so successful that a place of worship became a necessity. A piece of land in Hindley Street, near where the Eagle Tavern now stands, was leased from the Company, and the astonished Governor was persuaded to allow stone to be raised in the Park Lands for building purposes. The project was advertised in July, 1837, the foundation-stone laid by Mrs. Stephens in September of that year, and in December, as there was delay in obtaining roof timber, the opening services were held without it, a tarpaulin being stretched across the walls. The building was not fully completed until the following March. It was fifty feet long, twenty-two broad, and had cost £370, of which £77 6s. had been subscribed. All this time urgent appeals were being sent, both to New South Wales and England, for a minister. The picture thus presented is not without interest. The members of the Methodist Church strongly desired regular ministerial service; but in its absence, instead of relapsing into carelessness, were animated by an earnest determination to do their utmost for mutual benefit and the welfare of the community. Meanwhile the Rev. William Longbottom, a missionary in India, had been appointed to the newly-formed settlement in Western Australia, and what followed vividly illustrates the changed conditions of seventy years. To get from India to Western Australia, Mr. Longbottom first sailed to Mauritius; thence, after nine weeks' detention, he reached Hobart, in Tasmania, and waited five months before he could obtain a passage to Swan River. The opportunity, when it came, was one which prudence would have declined, but he embarked, with his wife and infant son, in the "Fanny," a vessel of only 35 tons, and a succession of heavy gales being encountered, on June 21 the little craft was cast ashore near Cape Bernoulli, about thirty miles east of Encounter Bay. Such was the state of the country that, not until forty-five days after the wreck, did the party emerge from the bush and come within sight of the settlement at Encounter Bay. It was on August 17 that they reached Adelaide, after having endured privations and been exposed to perils the extent of which no one seemed to realize. The little band of Methodists, of course, enthusiastically welcomed the minister who had so strangely come into their midst.

Excepting the Colonial Chaplain, the first ordained minister to reach South Australia was the Rev. Thomas Quinton Stow, who had been educated for the Congregational ministry, and served as pastor of churches in Herefordshire and Essex for several years. In the year 1836 a Colonial Missionary Society had been formed in England by the Rev. Thos. Binney and others. To British Nonconformists the Constitution of South Australia with regard to religion commended itself strongly, and suggested the colony as a sphere for enterprise. Mr. Stow was accordingly sent out under the auspices of the Society. He reached Adelaide on October 18, 1837,

after a voyage of 139 days, and by December 19 he had erected a tent—a field officers' marquee supplied by the Society—and held his first service under its shade. Governor Hindmarsh was one of the hearers on that occasion, being provided with an empty box for a seat. On the date named a number of persons met, formally constituted themselves into a Church, and unanimously elected the Rev. T. Q. Stow as their pastor. The first place of worship was erected on Acre No. 5, North Terrace, and in March, 1838, Mr. Stow reported:—"I am gathering a congregation, though, of course, not very fast. Our Church has been formed about two months, consisting of thirteen members and two candidates. We have also begun a Sunday-school, which promises well. The Governor and most of the officials have been to hear me. It was well you allowed me a tent, for no house was to be had. I determined, therefore, to build on the

Bull expresses surprise that a minister of his high talents and popularity should have been induced to leave England, where he must have commanded a first-class position in the Congregational Church, to undergo the toils and privations of pastoral life in a new and wild country. This appraisal of Mr. Stow's ability was fully justified.

As in the case of the Wesleyan Methodists, the members of the Baptist denomination did not wait for the appointment of a minister before commencing operations. Mr. David McLaren, who was appointed General Manager for the South Australian Company, and arrived in Adelaide early in the year 1837, lost no time in gathering round him those who were like-minded. Mr. McLaren was a man of judgment and resource. Under his guidance the salutary influence of the Company became developed. His name survives in



Photo by H. Krishock.

VIEW OF THE ROTUNDA AND PORTION OF TORRENS LAKE. NORTH ADELAIDE IN THE DISTANCE.

same acre where my house stands (a most eligible spot for worship) a temporary place of gum-wood posts, pine rafters, and reed thatch, and the walls at present of old sail-cloth canvas. The size is forty feet by twenty, besides a schoolroom at one end, fourteen by twelve, and can be opened into the main building in half an hour, if called for, thus giving us a building of more than fifty feet in length. To pay for this I sold the tent. It is a good edifice of its kind, and is reported to be the best-thatched place in the colony. It was done by two Halstead men of my Church there. I worked regularly with them—felling the pines, cutting the reeds miles from town, etc." The Church thus instituted comprised, as its membership-roll records, Baptists and Presbyterians as well as Congregationalists. Mr. Stow was a man of much energy. He wrought vigorously with his hands for the infant Church. He speedily became a power in the community, taking an active part in its affairs. Mr. J. W.

the title of McLaren Vale, McLaren Wharf, and elsewhere; but was raised to higher honour by his gifted son, who for many years was esteemed one of the most gifted and influential ministers of his denomination in England. The Company's General Manager was, withal, an excellent preacher. His congregation met for a time in the School Society's building in the Park Lands, but afterwards removed to Hindley Street.

Thus, within a few months of the founding of the colony, four of the great religious denominations were represented by organized bodies and regular assemblies. Provision was made for those of other communions, including Roman Catholics, though in a less complete and systematic form. Seldom has a community at so early a period of its history exhibited so much concern for its spiritual interests and made such ample provision for its wants in that respect.

Education occupied a prominent place in the purposes of those who promoted the colonization scheme from the very first. A lengthy article on the subject, which appeared in the first newspaper, showed that ambitious designs were cherished. The children of the settlers were to be taught, so were the aborigines, and it was hoped to provide higher education for the youth of other Australian settlements. Mr. Angas, indeed, made this one of his favourite hobbies. He was chiefly instrumental in founding the School Society, towards which he contributed freely, and induced others to subscribe, and he never wearied in his ardent support of what he conceived to be essential to the success of the colony.

The actual beginning, however, was by an irregular and volunteer agency, the story of which is worth preserving. Mr. Hodder says that Captain Bromley, who for nearly a quarter of a century had been an agent of the British and Foreign Bible and School Societies, and had in 1813 established the first British school in British North America, hearing of the South Australian enterprise, and regarding it as a suitable sphere, in December, 1836, commenced his work at Kangaroo Island. The following is an abridgment of the first educational report relating to the first school and schoolmaster in the colony:—"I collected," said Captain Bromley, "all the children I possibly could, but the whole number only amounted to twenty-four, and nearly half of these were infants. They were therefore taught on the infant-school system, and all except one, a mere babe, could either spell or read before I came away." He kept school under the shade of a tree at first, but afterwards built a hut with his own hands, into which he took his little flock for shelter when a change of weather drove them from the tree. He removed to the mainland in 1837.

The agent selected by the School Society was Mr. J. B. Shepherdson, who spent some time in visiting various parts of England to acquire familiarity with different school systems, especially those into which technical education entered, the design being for pupils to pass from the primary into labour schools, and receive training for manual employment. The first school-house, under the management of Mr. Shepherdson, was opened for the reception of children over five years of age, in April, 1838. Shortly after his arrival he formed a colonial branch of the School Society, and Governor Hindmarsh presided over the inaugural meeting. This Society exercised considerable influence in impressing the importance of education on the minds of the colonists at a time when attention was liable to be distracted from it, and the schools established under its auspices continued to flourish.

The appointment of Captain Bromley as Protector of Aborigines shows that responsibility for the welfare of the natives was accepted, but the early efforts to bene-

fit them were disheartening. The children, it was observed, soon learned English words, and, unfortunately, "cuss words" quickest of any. Governor Hindmarsh confessed himself puzzled by the problem which the blacks presented. Land was reserved for them, which they would not use, and huts built which they did not care to occupy; but they were always ready to beg "bacca" and "bikkie" whenever they had a chance.

AT SIXES AND SEVENS.

While the community was organizing itself, and establishing the institutions of civilization, its management was drifting from bad to worse. Intercourse by sea with the older settlements was becoming more frequent, and South Australia attracted a number of immigrants, some of whom proved themselves exceedingly useful as sawyers, splitters, etc., but there were also not a few bad characters, who introduced a turbulent element and afterwards gave much trouble.

In April, 1838, the first drove of cattle and horses was brought overland from New South Wales. Mr. Joseph Hawdon was the pioneer of this route, and succeeded in bringing a large herd a distance of a thousand miles in good condition, the journey having occupied ten weeks. The trip was a success in every way. The possession of draught stock was of great advantage, and other parties shortly afterwards followed.

Though the colonists were, as a rule, a peace-loving and law-abiding body, crime was not unknown, and at the first "Court of General Gaol Delivery," presided over by Judge Jeffcott, seven prisoners were brought up for trial. It is probable that the "foreign element" was responsible for much of the illegality. There were ex-convicts, whose colonial experience enabled them to obtain high wages for fencing, building, etc., but whose antecedents could not be very closely enquired into. At the Port, drink was abundant, and a disturbance occurred there of so serious a character that the Riot Act was read, the marines were ordered to load and fire, with the result that some of the rioters were wounded and a few taken into custody. Shortly afterwards the Government store was broken into, food, ammunition, and other goods stolen, the hut of Sheriff Smart was attacked, and a pistol fired at the Sheriff. Special constables were sworn in, and the aggressors captured. The man who fired the shot, named Magee, was afterwards hanged, and it is probably to this execution that Mr. J. W. Bull refers in his reminiscences. Mr. Bull landed on April 30, 1838, reached "Port Misery," and tramped the seven miles to the city. As he reached the North Adelaide hill he first observed a crowd of 200 persons surrounding a large gum-tree, and then noticed that a man was suspended by the neck from one of its limbs. It was explained to him that the hanging was a regular and legal affair, and he grimly remarks that he was

satisfied he had adopted a country where civilization was known and practised.

Unfortunately, the example of officials was not altogether in favour of law and order. Governor Hindmarsh seemed to think that Adelaide was his quarterdeck and his authority unlimited. One incident, into which he was betrayed by this conviction, shows how far he was liable to go astray. He paid a visit to Kangaroo Island in June, 1838, by H.M.S. "Pelorus," the Captain of which was anxious to know if there were any despatches for him in a mail which had just arrived. Thereupon the Governor, in the presence of an officer whom he dubbed Postmaster-General for the nonce, opened the mail. As was only natural, this illegal action was strongly condemned when the news of it reached Adelaide. Sensitiveness on the subject was probably increased by the frequency of postal irregularities, on which some light was thrown by the following paragraph in the *Sydney Monitor*:—"Post Office in South Australia.—The Governor ought to be reminded that owners and masters of vessels trading to new colonies are deeply interested in destroying all letters between the new colony and the colony they trade with, and that until a judicious law regulating the mails between Adelaide and these colonies be passed and regularly enforced, letters and newspapers will continue to be purloined, as they have hitherto been, and now are."

The dissensions, which began with the selection of the site for the city, extended to other matters and grew worse. Divided responsibility and conflicting ideas of authority bred chronic irritation and provoked violent quarrels. The bitterness thus occasioned found expression through the press. The *Gazette and Register* was the Government organ, and stood by that party, and its opponents found it necessary to establish another newspaper—the *Southern Australian*—which was edited by Mr. Charles Mann, the Advocate-General and Crown Solicitor. If the situation was complicated previously, it became still more entangled when the wordy warfare was conducted in these rival organs, and strong language, spiced with sharp personalities, was bandied about.

Allowance should be made for the fact that Captain Hindmarsh was placed in a position for which, as the autocratic commander of a man-of-war, he was totally unfitted. How he interpreted his authority has been shown by his appointment of an officer of the "Pelorus" as Postmaster-General, and his rifling the mail, and this was not the only instance of his high-handedness. When Judge Jeffcott was drowned he appointed Mr. Jickling to be Judge, Mr. Wigley Resident Magistrate, and Mr. Edward Stephen to appear as Advocate-General, though he was neither barrister nor attorney, and had merely been Clerk of the Court at Hobart Town. These appointments were made with-

out the consent of the Legislative Council, and in one case without its even being informed.

The antagonism which prevailed where there should have been co-operation brought open rupture in its train. One official was charged with inciting the people to sedition; another with setting the Judge at defiance; the Emigration Agent was accused of disobedience to the Governor's commands, and was suspended; the Colonial Treasurer, Mr. Gouger, was charged with having assaulted Mr. Osmond Gilles, the Treasurer, and was suspended also. The treatment of Mr. Gouger was especially harsh. He was one of the earliest and most enthusiastic workers in the colonization scheme, had linked his fortune with it, and had suffered sore bereavement after he reached South Australia by the death of his wife and their infant son. He went to Hobart to obtain advice, and there in January was joined by Mr. Charles Mann, who had resigned his position as Advocate-General. The act of the Governor in suspending him was strongly protested against by a number of the leading colonists, who forwarded their remonstrance to Colonel Torrens, Chairman of the Board of Commissioners.

So far as the general public was concerned, the most serious effect of all these official disagreements was the delay in surveying the country land. Instead of being assisted by the Governor, Colonel Light was exposed to much harassing interference and interruption of his work, and therefore appealed to the Resident Commissioner. The result was that Mr. Kingston was sent to England in the month of October to report to the Commissioners and obtain the necessary implements and assistance. He was absent several months, during which period the surveys proceeded slowly, and the general dissatisfaction brought matters to a crisis.

RECALL OF THE GOVERNOR.

So serious a step as the removal of the Governor from his position could hardly be contemplated until the situation had become intolerable. It was not until the Board of Commissioners had been bombarded with complaints from many quarters, accompanied by appeals for their intervention, that they felt justified in proceeding. The gist of these complaints has been thus summarized:—"(1) That the Governor had, a second time, retarded the progress of the surveys by interfering with the Surveyor-General; (2) that he had assumed some of the powers delegated to the Resident Commissioner; (3) that he had incurred expense without authority; (4) that he had suspended and discharged a number of public servants without sufficient cause." In view of the widespread feeling of which they received evidence, and the urgency of the appeals made to them, the Commissioners felt obliged to lay the case before Lord Glenelg, as Secretary of State

for the Colonies, and they concluded their letter by stating that, "However much they might respect the rank of Captain Hindmarsh as a distinguished officer of the British navy, they were compelled, by a paramount sense of duty, respectfully to recommend, on the several grounds they had endeavoured to explain to his Lordship, that he might be immediately recalled from the Government of South Australia."

The reply of Lord Glenelg, which was dated February 21, 1838, said:—"Governor Hindmarsh appears, on his own showing, to be incapable of carrying on the government. With the exception of the Judge and Harbour Master, he is more or less at variance with all the official functionaries of the colony, whether belonging to the Government or the Commission." The news that the Governor was recalled reached the colony in the month of June, and forthwith a number of colonists presented him with an address expressive of their personal attachment, and regretting his departure as "a colonist who had in so many instances set a bright example of patient self-denial and energetic exercise of manly accomplishments." In the course of his reply the Governor regretted that he was under the necessity of leaving the colony for a time to vindicate his public conduct, and justify in England his administration of the government of the province. He left on July 14 for Sydney on his way to England, and there is no doubt that he expected a triumphant return in due season. It is certain that he acted according to the best of his judgment, even when he was most mistaken; and, probably, had he been able to act independently, he would have proved a more successful administrator. The trouble was that, though he held the title of Governor, there were many things in which he had no right to govern, but felt called upon to interfere.

AN INTERIM ADMINISTRATION.

There was an interval of two months between the departure of Governor Hindmarsh and the arrival of his successor, during which time the affairs of the colony were administered by Mr. George Milner Stephen, who was a son-in-law of Captain Hindmarsh and held the office of Advocate-General. Mr. Stephen's first address to his Council embodied an interesting representation of the state of things generally. "I have to announce with regret," he said, "that there are no funds in the Treasury, and that the quarter's salaries, due to the whole of the public servants on June 30 last, are still unpaid." He was, therefore, afraid that public officers would be induced to seek private employment. "Secondly," he continued, "by the departure of

the marines on H.M.S. 'Alligator,' this province, with a population exceeding four thousand persons, is abandoned to the protection of eighteen policemen, lately embodied by Governor Hindmarsh; while there are now twenty-one prisoners confined in the weather-boarded building used as a gaol, and perhaps double that number of desperate runaway convicts in the neighbourhood of the town." Even for the support of that force there were no funds, and the Resident Commissioner was precluded, by his instructions, from providing funds for such a purpose. "We have, happily, no immediate cause to apprehend hostility from the aborigines, or our situation would indeed be deplorable; but they have ere now sacrificed two fellow-creatures, and you have too recently witnessed the outrages that terminated in a public execution to regard with indifference our present unprotected state."

A companion picture to the foregoing, in its way equally illustrative of the current conditions, is supplied by Mr. J. W. Bull. While efficiently discharging his public duties, the Acting-Governor, in the general opinion, endorsed by that of his personal friends, unwisely engaged in a private land transaction, which afterwards brought him into a most unenviable and undignified position. He was charged with fraud in giving a false description of the land, and forgery in altering a figure in one of the documents, and on these two criminal charges had to stand his trial. He was acquitted by the juries, but did not escape public censure, and some of the comments provoked him to bring a libel action against Mr. G. Stevenson, who had been Private Secretary to Governor Hindmarsh, but in this case the jury found a verdict for the defendant. The atmosphere must have been highly charged with explosive materials for such incidents as these to transpire.

On the whole, however, Mr. Stephen's administration was successful. From his private funds he relieved the embarrassment at the Treasury. He effectually reorganized the police force. The ebullitions of party feeling became more rare and less violent, and much of the strife which had prevailed gradually died away. The criminal trials previously referred to did not take place till some months after he had ceased to hold office, and at that time the *Register* said: "We do not think it possible for the most inveterate opponent of the system of government adopted in South Australia to deny to Mr. G. M. Stephen the praise of having borne his honours meekly. . . . Our own favourable opinion of his acts has been too distinctly expressed to need repetition." This testimony is the more remarkable because the editor of the paper was Mr. G. Stevenson, whom Mr. Stephen had charged with libel.

GOVERNOR GAWLER.

Good judgment was shown by the Commissioners in the selection of a successor to Captain Hindmarsh,

and the record of his administration would have been much more satisfactory if they had retained their con-

fidence in him when there came a time of exceptional strain. At the time of his appointment Colonel George Gawler was in the prime of life—in his forty-second year—a man of wide experience and great vigour, accustomed to the management of affairs, entirely at one, in most respects, with the promoters of South Australian colonization, courageous and energetic to a fault. He served under Wellington, and was present at several of the great battles and sieges in the Peninsular war, led the forlorn hope at the storming of Badajoz, where he was wounded in the knee, and well-nigh lost his life. At Waterloo he commanded the right flank

deep sense of moral obligation. In addition to all this he was invested with a larger measure of authority than his predecessor, for the dual control was abolished, and he combined the powers and duties of Resident Commissioner and Governor in himself, having been gazetted to both offices.

In initiating this new departure the Board of Commissioners gave the Governor enlarged financial powers. Should the Revenue Fund be inadequate to meet current expenses, he was authorized to draw upon the Emigration Fund, and if that were not sufficient he could draw bills of exchange on the Commissioners up to the limit of £10,000 in the year. He was reminded in



Photos by H. Krischoek.

VIEWS ON TORRENS LAKE.

C. E. Stamp, Artist.

company of the 52nd Regiment during the great charge on the Imperial Guards, and for his signal services he received the war medal with seven clasps. He was afterwards employed for three years as Governor of one of the North American provinces, and in other ways acquired familiarity with civil as well as military discipline.

Governor Gawler, therefore, had not only natural adaptation for such a position as that into which he entered, but a superior equipment for the due discharge of its responsibilities. He strongly sympathized with the philanthropic sentiments that had animated the pioneers of South Australia, and was guided by a

his instructions that South Australia was in principle a self-supporting colony, and cautioned against extending the expenditure beyond the amount authorized.

Mr. Allen says Governor Gawler was received with great cordiality by one section of the community and with studied coolness by the other, but that he was not greatly influenced by the display of feelings on either side. The public demonstration of welcome was no doubt sincere as it was flattering; the addresses showed that there was a spirit of eager hopefulness abroad, and that much was hoped for from the new arrangements. Divided and distant authority had produced a crop of scandals and hindered progress. There

was reason to expect that a sounder and healthier condition of affairs would be inaugurated under the new regime.

Like a sensible man, the Governor made it his first concern to ascertain for himself the actual position, and what he thought of it may be gathered from a despatch which he wrote within a fortnight of his arrival. He said: "I must, in the strongest manner, solicit the Commissioners' most indulgent consideration. I am about to incur the heaviest responsibilities, from which I could not shrink without endangering the finest prospects of this most beautiful colony and my duty to the Colonization Commission. I find the public offices established here much beyond the authorized number and force furnished to me in England, and yet I am persuaded that, with the consent of the Council, I must not only keep, but probably increase, the existing establishments. The surveys are altogether unequal to the demand for land; 21,000 acres of preliminary purchases remain unsurveyed, and, of course, the great mass of subsequent purchases unprovided for, and great disappointment has been experienced. It is my intention, with the consent of the Council, to put on every surveyor that I can procure, until the survey comes up, or nearly up, to the demand. The profits of capitalists are great; provisions, wages, and house-rent are very high; all prosper but the servants of the Government. To retain them in their places it will be absolutely necessary to increase their salaries, at least of the junior classes, to something like a proportionate scale to those of private officers. My instructions permit me to draw on England to the amount of £10,000 per annum. Within this year (1838) upwards of £12,000 has been already drawn, the third quarter's salaries are still due, the Treasury is absolutely empty, and public debts to a considerable amount have been incurred; urgent demands are made for payment, and the credit of the Government is therefore injuriously low. The colony itself is most flourishing. I have great confidence that a proportionately large revenue may be raised from it, and that in many things public expenditure may be reduced. Care and exertion on my part shall not be spared to accomplish these objects, but until they are attained I must surpass my instructions, and look to England for considerable unauthorized pecuniary assistance."

This summary of the position clearly shows that Governor Gawler was impressed, but undaunted, by the difficulties he had to meet. He was prepared to grapple with them resolutely, and in the right way. There were public works required and workmen standing idle—he determined to bring them together. The land was waiting for its occupants, and land purchasers were waiting to be put in possession of their holdings—the imperative necessity was to push on with the surveys. The Public Service must be placed in a state of efficiency, by the introduction of discipline and the guarantee of

fairly adequate remuneration. Everything would involve expense, but the prospects of success were certain, and the Governor was assured that the Home authorities would sustain the administration of an energetic policy.

ADMINISTRATIVE CHANGES.

The abundant quarrelling of the early days and the party feeling it fermented has left its colouring on the records. According to some accounts, Colonel Gawler brought the colony to the verge of ruin, from which it was rescued by his successor. On the other hand, it is alleged that his administration was a conspicuous success, and that he was robbed of the credit of it by unjust and underhand treatment. The truth probably lies somewhere between these extremes.

During the term of Governor Gawler numerous alterations were made in the management of affairs on both sides of the world. The Commissioners, having obtained the recall of Governor Hindmarsh, were, perhaps, predisposed to listen to complaints, but, whether or not, they dismissed the Resident Commissioner from his office and merged his duties in those of the Governor. Some years afterwards enquiries were made, which resulted in the complete exoneration of Mr. Fisher from the charges laid against him, and he was duly informed of the fact by Earl Grey, the Secretary of State for the Colonies.

The breakdown in the Survey Department, for which Colonel Light was not in the least responsible, induced the Commissioners to adopt resolutions and issue instructions which will be described later on and led to the resignation of the Surveyor-General and his staff. Mr. G. S. Kingston thereupon became Acting Surveyor-General until the appointment of Captain Sturt as Surveyor-General, who held the office until the arrival of Captain Frome.

The Board of Commissioners itself was disbanded early in 1840, and a new Commission of three members was appointed as a Land and Emigration Board. Some of the members felt this action very keenly. They had gratuitously given faithful service for five years, and when, according to report, the colony was approaching a state of remarkable prosperity, their dismissal, because some of their number had thought it right to apply for remuneration, was regarded as, at least, ungracious. They disliked it still more when, six months afterwards, they were requested to sign a report which they had not drawn up. This transfer of authority may account in some measure for the course of after events.

One effect of this act of the Imperial Government was the formation in England of a body denominated "The South Australian Society," which included several of the late Commissioners, together with Directors of the South Australian Company, and others who were interested in the colonization scheme. The main object of this society was to watch the progress of affairs, and

prevent any encroachment on the leading principles embodied in the Act of Parliament on which the colony was founded, and on several occasions it rendered excellent service.

Meanwhile, the Governor energetically carried out the programme outlined in his first despatch. He remodelled and strengthened the Survey Department. He introduced system and order into the Public Service, which had become so disorganized that there were scarcely any records of past proceedings, of public accounts, or of the issue of stores. He appointed Major O'Halloran Commissioner of Police and Police Magistrate, and enlarged the force. He found that there was scarcely any office accommodation, and accordingly built offices for the several departments. The expenditure of money in public buildings was afterwards criticized, but it was forced upon him. The gaol constructed for eight persons contained an average of thirty. The old Government Hut erected for Captain Hindmarsh caught fire, and there were consumed in it a large number of valuable public documents—a fate which had befallen the dwellings of Colonel Light and Mr. Fisher some time previously. The Government House he erected was of modest dimensions, but as a Custom House and Hospital were also included in the essentials to be provided, the total outlay was considerable. In addition to increasing the number of public servants the Governor found it necessary to raise the scale of remuneration, and for doing so showed cause by reckoning the actual cost of living at the time.

Colonel Gawler had reason to believe that the Board of Commissioners would approve his action when the reasons which governed it were laid before it, and that it would sustain his authority. Nevertheless, in order to assure the Board that the excessive expenditure he was incurring had full justification on the plea of necessity, he appointed a Board of Audit, consisting of three colonists not belonging to the Government, to act with the Auditor-General. He anticipated that he would thereby be relieved from some of his pressing responsibilities, and be justified in entering into further engagements. Whether he was wise or unwise in exceeding his authority, it is evident that he did so only under the pressure of what he felt to be urgent necessity.

The period was one of extraordinary activity. Into all the projects which he undertook the Governor threw himself with enthusiasm, and he imparted a large measure of his own energy into his subordinates. Employment was provided by means of public buildings and other works. The surveys were pushed on so rapidly that by the end of 1841 there were three hundred thousand acres open for selection. An attempt was made to organize a military force, as the marine guard had been withdrawn with Governor Hindmarsh, but though there were plenty of officers few privates volunteered. A kind

of fort was erected on North Terrace by the sappers and miners, under Captain Frome, which, however, was neither useful nor ornamental. The judiciary was re-arranged by the arrival of Judge Cooper, who had been appointed to succeed Sir J. Jeffcott. Altogether, the community emerged from a state of chaos and confusion into that of a well-organized and going concern.

EXPLORING EXPEDITIONS.

During the year 1837 an exploring expedition was sent out to penetrate the "bush" as far as Encounter Bay. It had a rather imposing outfit—horse and bullock drays, saddle-horses, and a corporal's guard of marines from the "Buffalo." The bullocks were placed in charge of a night watchman, who mistook the howls of dingoes for the cries of blacks, and scared the camp by his alarm of an impending attack. The party found its way, *via* Aldinga, to the foot of the Willunga ranges, and then, concluding that discretion was the better part of valour, decided to return.

Before Colonel Gawler appeared on the scene at least three parties had arrived overland from New South Wales with cattle, and, necessarily, some knowledge of the country to the east and south-east was thereby obtained, but the north was still practically a *terra incognita*. The first of these overland parties was organized by Mr. Joseph Hawdon, the second to arrive was led by Mr. E. J. Eyre, and the third by Captain Sturt. Their routes, of course, were not precisely identical.

It was not until October, 1838, that any of the settlers penetrated as far north as Gawler, but in that month the river was discovered to which the name of the new Governor was given. About the same time Messrs. Cock and Jamieson visited Yorke Peninsula, penetrated country previously unknown, and one result was a proposal to take up a tract of land under the special survey arrangement. The proposal was abandoned, and some of those who were interested in it had cause for regret that they thereby failed to secure the rich mineralized region which includes Moonta and Wallaroo. Of these private expeditions the most important one was that which was undertaken to exploit Port Lincoln and the adjacent country. For some reason Boston Bay and its neighbourhood exercised remarkable fascination. An association was formed in Adelaide to take up land, and there was a kind of "rush." The manager of the South Australian Company went over, and made a selection, but before he returned it had been snapped up by another applicant. A settlement was formed at the Port, which became so far advanced that a newspaper, *The Port Lincoln Herald*, was established. Trading vessels proceeded to the locality with passengers, provisions, and building materials. Stock was transported, and a route was forced round the head of the Gulf. Exploring parties were sent out in various directions, and to

this day the plan of the town of Port Lincoln shows the large expectations of its future which were cherished. The difficulties, however, were greater than the advantages. The natives were hostile and daring, and this chapter of South Australian settlement is disfigured by a series of tragedies.

The Governor himself took an active share in this department, and, as in other respects, proved more brave than prudent. His longest journey was to the Murray Valley, and the party included Mr. Bryan, a visitor to Government House. Leaving the river at the North-West Bend a push was made northward. The weather was fearfully hot, water could not be procured, men and horses became exhausted. The Governor and his attendant with great difficulty reached the river, having had to kill one of the horses on the way. Bryan had to be left behind, his horse being knocked up, and though a search party was immediately sent for his relief no trace of him was ever found. Mount Bryan is the permanent reminder of this sad event.

In the same year Mr. Eyre arrived with 600 cattle and 1,000 sheep, having completed a second overland journey, and other expeditions followed, including one under Mr. Charles Bonney, which had taken a southern route from Portland Bay, through Mount Gambier and the South-Eastern district. The exploratory work of these parties was not confined to their narrow line of route. They penetrated the Mount Lofty Ranges at various points, and parties went to meet them, so that the nature of the country as far north as nearly to the latitude of the North-West Bend was ascertained.

Meanwhile, the desire to ascertain the possibilities to the north and west grew stronger. Mr. E. J. Eyre reached the head of Port Augusta, and made a number of discoveries, which increased his determination to penetrate into that forbidding region. On January 18, 1840, he started on what proved to be a perilous and even tragic journey. His intended route was northward, in the first instance, to the latitude of Perth, and then due westward across the continent. His efforts to cross the Lake Torrens basin, however, were baffled, and he was forced in a south-westerly direction to the coast. After tremendous struggling he diminished his party, being unwilling for others to share his risk. With one white companion—his overseer, Baxter—and three blacks, he then pushed westward. Two of the blacks deserted him, having murdered Baxter, but he still persevered, and after encountering fearful privations reached Albany on July 7, having completed one of the most wonderful journeys on record.

The geographical knowledge that was gained by individual expeditions such as that of Eyre was not their only result. It was worth something to have connected the eastern and western settlements by an overland track, however faint. The lines taken by explorers and the observations made were linked up into a connected

whole, and formed a basis for systematic work when the time came. There was also a distinct gain to the community in the performance of heroic deeds. The struggle in South Australian colonization was not with men, but with Nature, and the stress of conflict with arid and inhospitable conditions in the work of subduing the wilderness was no inconsiderable factor in the national discipline.

GERMAN IMMIGRATION.

The German element in South Australian life is so important that its origin must always possess special interest. The story is long and full of incident. It is



MR. GEORGE FIFE ANGAS.

given with considerable fulness of detail in Hodder's "Life of G. F. Angas," which shows remarkable fidelity to conscience on the part of a persecuted people under especially trying circumstances and sustained philanthropy on that of their public-spirited benefactor. On their side was the choice of voluntary exile in order to obtain religious freedom, and on his a glad willingness to employ his influence and resources to the utmost limit of his power in a cause which elicited his Christian sympathy. The emigrants spent weary years of severe privation and cruel disappointment before they were permitted to set sail, and the pioneer parties learned to regard their deliverer almost as an angel of God.

Pastor Kavel and the first contingent of settlers arrived in November, 1838. They had come from

Klemzig, in Prussia, strongly objected to being scattered over the country, and preferred to settle down as a body of agriculturists. Mr. Angas had undertaken heavy financial responsibilities, but he was determined to see the business through, intended to find the emigrants employment, and had sent out Mr. Flaxman, his confidential clerk, who understood German, as his representative. Accordingly Mr. Flaxman settled the new arrivals on some land belonging to Mr. Angas on the right bank of the Torrens, to which they gave the name of their native town. At the new Klemzig they soon proved themselves useful colonists, for they promptly set to work growing vegetables, and became producers almost from the start.

Hahndorf was established about the same time through the agency of Captain Hahn, who had brought out 199 Lutherans in the "Zebra," and whose name the flourishing town records. Mr. Hodder says that Mr. F. H. Dutton invited Hahn to see a special survey of the Mount Barker District, with which he was so charmed that he pleaded with the owners to allow a part of it to be occupied by his passengers. "Do you think," he asked the wealthy owners, "it is the will of God that this beautiful land, on which so many hundred individuals could find an ample maintenance, should be destined for grazing cattle? In such a boundless tract of land you could scarcely miss it were you to grant my emigrants from fifty to one hundred acres in some corner where they might raise a settlement." The result was that arrangements were forthwith made on a somewhat more extended scale than the worthy captain proposed. Mr. Bull says they had to pay £7 an acre for their land, which had been purchased from the Government at the upset price of £1 an acre, but they prospered by sheer industry and thrift. The names of Lobethal, Grunthal, and Blumberg indicate the spread of German settlements in that region.

Shipload after shipload followed, the countrymen of the pioneers being encouraged by their reports to follow their example. It was natural for a large proportion of them to be located on the surveys which were taken up by Mr. Flaxman for Mr. Angas, though without authority; and to those who have visited these localities such names as Tanunda, Rosenthal, and Langmiel instantly recall scenes that appear to have been transported bodily from the Fatherland. The domestic architecture, the implements in use, the signboards over the shops, the language of the newspaper are all German still. The Lutherans rank, numerically, as the fourth denomination in the State, and for thrift, industry, honesty, and indeed all the qualities that make successful colonists, the German average is high. This section of the population was doubtless drawn to South Australia by the influence and example of those who left their native country for conscience' sake.

THE SURVEY AND COLONEL LIGHT.

When the survey of country lands was arrested in 1837 through the smallness of the staff, its justifiable discontent, and the friction between officials, Mr. Kingston was sent home to report and obtain reinforcements. He reached England in November, but his representations produced a result that was not anticipated. The Commissioners probably felt, and certainly expressed, entire confidence in Colonel Light, yet they declined to grant his demands, on the ground that the expensive staff he required would burden the colony, and they hit on the device of asking him to make what they called a "running survey," with the alternative of his being superseded in his office.

There is no doubt that the Commissioners badly blundered over this business, and what made it more unfortunate was that it came on top of so much previous blundering. They wrote to the Resident Commissioner as follows:—"You will address a letter to Colonel Light, calling upon that officer to state in writing, within one week, whether he will undertake to effect a running survey of a hundred and fifty square miles—in addition to what may be then surveyed—on the conditions laid down in a letter to Mr. Kingston, viz., that he (Mr. Kingston) was called upon to enter into a written agreement to effect a survey of a hundred and fifty square miles of land in a given time, if, on arrival in the colony, the management of the survey should devolve upon him. The Commissioners trust that Colonel Light will pledge himself to the required conditions, but if this be not done within the week allowed you will inform Mr. Kingston without delay that the supervision of the survey has devolved on him, and he is thenceforward to act on instructions given from time to time to the Surveyor-General, and exercise all powers attached to that appointment."

The decision embodied in this document was adopted in spite of Mr. Kingston's protests, and it is distinctly stated that "he had acted towards his superior with scrupulous honour." In the event of Colonel Light declining to carry out their plan, it was proposed that, retaining his full salary, he should be employed in surveying secondary sites, and in completing the explorations of the coastline and of Lake Alexandrina. The Commissioners' treatment of him, however, was most ungracious. It was admitted that he "had won the esteem of those on whom the tardy progress of the surveys had inflicted loss," that credit was due to him for the resistance he opposed to removing the capital, and that allowance should be made "for the anxiety and distraction produced by the incessant and virulent attacks to which he was exposed," and this ought to have saved him from what he felt to be a humiliating position.

Colonel Light's action was prompt and decided; he refused to do what was proposed, strongly resented the

language that was employed, and declared he "would never take office under such insulting conditions." A public meeting was held in Adelaide, at which there was an overwhelming vote in favour of his plan, but nothing would induce him to withdraw his resignation. The Parliamentary paper from which the foregoing extracts are taken quotes as an expression of colonial opinion an extract from the *Southern Australian*, which said: "It is due to Colonel Light and the other officers of the survey, the Commissioners, Mr. Kingston, and the colonists, before they quietly sit down to deplore the loss of the splendid ability of such an individual as Colonel Light, they ought clearly to see to what and to whom the loss is attributable. The whole effect of the injurious and absurd scheme would have been avoided had the Commissioners entrusted them to an officer with the confidence to which, by his position, he was entitled."

Shortly after his resignation, Colonel Light entered into partnership with Mr. B. T. Finnis and others, the style of the firm being Light, Finnis, & Co., as surveyors and land agents. In this new position he undertook the survey of the town of Glenelg for Mr. W. Finke; and in 1839, by agreement with Governor Gawler, he made, on behalf of the Harbour Survey Company, a thorough survey of the Port River, for which purpose the brig "Rapid" was placed at his disposal, and the work occupied some seventy days.

There is no evidence that the Commissioners' plan of completing a "running survey" of 150 square miles in three months was ever carried out. During 1839 a plan, engraved in London, showed the names of purchasers of 473 preliminary sections of 134 acres each, in the neighbourhood of Adelaide. Mr. Finnis described it as "a rough topographical survey . . . carried on to inform Colonel Light of the nature of the country, and point out the best sites for survey, in order that the purchasers of preliminary land-orders might obtain possession of the country. . . . The Surveyor-General was driven to the expedient of at once projecting the trigonometrical survey on a plan" which showed the natural features, so that occupation of specified localities might take place, the boundaries being afterwards marked and measured off.

Meanwhile Colonel Light's bodily health was suffering. In January, 1839, he sustained a serious loss by the burning of the survey office—a wooden building with thatched roof—and of cases of papers which he had placed there for safety. His journals, diligently kept for thirty years, and the records of his experiences in Turkey, Egypt, the Mediterranean, and on the battle-fields of Spain, all perished in the flames. He had named his residence, which was situated on his own allotment, Section No. 1, "Thebarton House," after his early Suffolk home. There he made good his contention that South Australia was as fertile as any part of Spain or Italy, by the excellence of his gardening.

In September his increasing weakness compelled him to relinquish his partnership; and on October 5 he expired.

The dearest wish of Colonel Light was that he should be permanently regarded as the founder of Adelaide, and this has been respected. He directed that a plate of engraved copper, recording the fact, should be placed in his coffin. A public funeral was accorded, which was attended by at least 2,000 citizens; minute-guns were fired, and military honours were rendered. Over the vault in which his remains were interred in Light Square a monument was erected, but not being of the most durable materials, it has not been deemed worthy of its purpose. The statue near the Post Office is the latest attempt to do honour to the first Surveyor-General, to whose sound judgment and unflinching courage Adelaide and its citizens owe so much.

LAND-HUNGER AND SURFEIT.

If South Australia, as a community, suffered something like starvation at one time because the land, on the utilization of which its prosperity depended, was not ready for occupation, still worse results followed the wholesale purchases that were made when land became available. Many of the early troubles are directly attributable to the mistaken policy of selling land more rapidly than it could be occupied or turned to account. The sale of unselected town acres in March, 1837, was the first case of the kind. The auction sale added to the Emigration Fund, which was very welcome to the Commissioners, but it withdrew capital from private ownership that should have been employed in development, gave a fictitious value to the land, and started an era of speculation which eventuated in disaster.

The same kind of thing occurred on a larger scale when the country lands were rendered available. The great clamour and loud outcry produced by delay impelled the Commissioners and the officials to open up as much land as possible. Governor Gawler was informed that "the Commissioners are desirous of placing and do hereby place in your hands the fullest and most ample powers to reorganize the surveying staff in whatever manner and to whatever extent may appear to you most expedient, in order to render it efficient, and to remedy, as far as practicable, the interruption and delay in the progress of the surveys which these resignations have occasioned." This was written after Colonel Light and his assistants had resigned, and the natural reflection must be—What a pity similar latitude had not been given to the Surveyor-General, whose competency had been demonstrated, instead of a line taken which drove him out of the service!

Governor Gawler, however, had previously said he meant to put on every surveyor he could procure, and was as good as his word. Mr. Kingston, Captain Sturt, and Captain Frome were successively at the head of the department. The first ballot for land by the holders

of preliminary land-orders took place on May 17, 1838, fourteen months after the town acres had been selected, and by the end of the year 47,932 acres had been sold at £1 per acre. The receipt of ample funds from that source enabled the Commissioners and emboldened them to push on the work of emigration; and, accordingly, in the same year, the emigrants who left England for South Australia numbered 3,154 souls.

The impression produced was that the colony was prospering beyond all expectation, and the tide of emigration in consequence continued to flow with increasing strength. The hunger for land grew with what it fed upon, and instead of town acres, or preliminary sections, special surveys became the order of the day.

action without destroying the institution; but it distressed him sorely and brought him to the verge of insolvency.

When such things as this were done it is easy to understand that by the end of 1840 the land sales had reached the amazing total of 299,072 acres, although the population only numbered 16,000 souls. To perceive the true significance of the position it should be noted that only 2,503 acres were under cultivation. One other factor should be added to make up the astounding economic equation. During the year 1840 no less than £277,000 was sent out of the colony for the purchase of the necessaries of life.

Obviously the community was living in a fool's



Photo by H. Krischock.

UNVEILING STATUE OF COLONEL LIGHT, NOVEMBER 27, 1906.

Parties went out in various directions, found tracts of excellent land, and applied for a "special survey." The first of these, a block of 4,000 acres, was applied for by Mr. F. H. Dutton on behalf of himself and others, and was followed by many more of a similar nature. Among the rest, Mr. Flaxman, who had been sent out by Mr. Angas in connection with the German emigrants, was bitten with the land-fever. Without authority, and in opposition to the strongly-expressed objections of his employer to speculate in the new colony, he purchased seven special surveys of 4,000 acres each, and drew on Mr. Angas for the £28,000. The Bank Manager discounted the draft, and Mr. Angas, being Chairman of the Board of Directors, could not repudiate the trans-

paradise. It was intoxicated by the prospect of becoming wealthy by a process the delusiveness of which is palpable. As the purchase-money was paid immediately after survey, the capital, which should have been employed in furthering producing industries, was sent out of the country, either to purchase provisions or raw materials, both of which should have been locally produced, or else it was used to import more emigrants to intensify the existing difficulties.

A kind of vicious circle was established. The coffers of the Commissioners were filled to overflowing, and they sent shipload after shipload of emigrants. The landowners, who should have provided employment for them, had locked up their capital, and were unable even

to provide implements. Accommodation, food, and employment had to be found for them in some way, and was one of the most perplexing problems of the sorely-harassed Governor. Thirty or forty wooden houses were erected to shelter them; but these were insufficient. Little private employment was available, for land speculation displaced honest industry. Hence the Governor was constrained to embark in public works, which might have waited awhile; but this measure only postponed the evil day.

The example of the Government in erecting important buildings naturally induced business men to go in for erecting shops and warehouses, which had the effect of keeping up the rate of wages, and aided the simulation of general prosperity. As to the cost of living, there are curious documents in existence which illustrate the prices current. One of these is the report of the Commissioners, which estimated the weekly expenses of a single gentleman and his servant. It contains the following:—Fresh meat, 10d. per lb.; bread, 4½d. per lb.; milk, 4d. per pint; moist sugar, 10d. per lb.; fresh butter, 3s. 6d. per lb., etc. Another is the bill for a ball and supper, given by Mr. E. J. Eyre and other overlanders, which was made the subject of litigation. Among the items were:—3 dozen pickled tongues, £7 16s.; six hams, £7 17s. 6d.; six roast geese, £6; sixteen pigeons, £8; 2 dozen fowls, £8 12s.; 12 dozen eggs, £3 12s.; 36 lb. of butter, £6.

When the facts are taken together, that, out of 300,000 acres of land sold there were only 2,500 cultivated, and 16,000 people had to be fed, the price-list is partly accounted for, the effects of a land surfeit producing a speculative mania become apparent, and the community is seen to be merrily hastening to inevitable insolvency.

SOCIAL PROGRESS.

High praise has often been bestowed on the pioneer settlers of South Australia, which the early records amply justify. Their superior intelligence, high moral courage, and overflowing energy crowned the period from the arrival of Governor Gawler to, say, the end of 1841, with important events.

Within that period the Anglican Church became firmly established, the Rev. James Farrell arrived to assist the Rev. C. B. Howard, and commenced his long and useful career. The Methodists, having received their first minister in an unexpected way, spread their organization far and wide, built a substantial and commodious church in Gawler Place, founded Sunday-schools, formed a Sunday-school Union, and other useful organizations. The Rev. R. Drummond drew the Presbyterians together, and the Rev. R. Haining also formed a Church of that denomination. The Congregationalists built and occupied their church in Freeman Street, the largest place of worship in the colony. The

Rev. W. R. Newland, who justly won respect as both colonist and preacher, entered on his lifework as Congregational minister at Encounter Bay; and the Rev. J. Benson arrived to minister to the Roman Catholics of the province.

The pioneers had the faults of their qualities. Their intensity had a keen edge. They were prone, when they disagreed, to do so "out loud," as the literature of the time clearly showed. Because of its public criticisms Government advertisements were withdrawn from the *Register*, and published only in the *Gazette*. Several papers were started, including the *Southern Australian*, the *Adelaide Guardian* (which was discontinued after six months), the *Port Lincoln Herald*, the *Adelaide Independent and Cabinet of Amusement*, the *Adelaide Free Press*, the *Adelaide Examiner*, and the *Adelaide Chronicle* (a weekly paper), the only one of the group which still survives. The language employed was "frequent and free," and a crop of libel cases was one of the results.

Serious trouble with the aborigines was encountered. It was discovered that they were not all of the dull and docile type met with on the Adelaide plains. Several murders took place, and an appalling massacre took place on the Coorong Beach, when ten white men, five women, and seven children, who had been shipwrecked, were ruthlessly slain. Many parties of overlanders were attacked, which led to reprisals, and a genuine "native difficulty" arose. Meanwhile, the Protectors of Aborigines, Messrs. Wyatt, Eyre, and Moorhouse, who held the office in succession, were seeking to fulfil their duties. Messrs. Teichelmann and Schurmann, sent out from Dresden, were followed by Messrs. Meyer and Klose as missionaries to the blacks, a "native location" was formed, and a school opened for the children.

There was equal trouble with a section of the white population. No effort had been made—perhaps none was possible—to exclude undesirable immigrants, such as escapees from the penal settlements. Many such persons arrived, and formed a lawless element, which gave endless trouble to the police; and the story of chases and captures reads like a chapter of romance. The attack on Sheriff Smart, who had come over from Tasmania to look after the stray wolves, and led to the first execution, was only one of a long series of outrages.

A large number of companies and societies came into existence, which showed that the organizing faculty of the colonists was in active operation. One of these was the Adelaide Auction Company, a distinct product of the times. Land speculation extended not only to large but to small holdings, to the subdivision of acres into allotments, as well as the division of "surveys" or sections. Absorption in this pursuit made implements, etc., useless, and hence all kinds of things were brought to the hammer in order to raise funds. Associations were formed for the Protection of Flocks and Herds,

for the Encouragement and Cultivation of Agricultural and Pastoral Knowledge. There were also established the Agricultural Society of South Australia (which held its first exhibition in March, 1841), the Hindmarsh and Bowden Agricultural Company, the Adelaide Flour-mill Company, the South Australian Mining Association, the South Australian Fire, Life, and Marine Insurance Company, a Steam Navigation Company, and the South Australian Temperance Society. A Botanic and Horticultural Garden—long known as Bailey's Garden—was instituted; a Mechanics' Institute, at which lectures were delivered; and a Savings Bank. This lengthy list shows that the province was simply seething with business and intellectual energy, though its expression was not always judicious.

In 1840 the Corporation of the City of Adelaide--the first of its kind in the Southern Hemisphere--was constituted. Mr. J. H. Fisher was elected Mayor, and he was five times re-elected.

At the head of affairs was the capable and enthusiastic Governor, whose hand was forced by the circumstances in which he was placed; he believed that a policy of enterprise was favoured by the Board of Commissioners, saw that population was increasing, and that rapid improvements were going on. Everything contributed to stimulate his willing spirit. He set the pace, so to speak, was an interested party in all movements for the public welfare, and was eagerly followed by the people, who were generally as sanguine and optimistic as himself.

A BOLT FROM THE BLUE.

It was while Governor Gawler was on a visit to Kangaroo Island in February, 1841, that the news reached him of his bills being dishonoured. He hastened back to Adelaide, and summoned his Council, which resolved to continue the practice of drawing on the Colonization Commissioners, with a reference to the Lords of the Treasury as a precautionary addition. More disquieting news came in April *via* Tasmania, to the effect that the Governor had been recalled and his successor appointed; but it was not generally credited. The next thing was a despatch from the Commissioners, instructing the Governor to discontinue drawing upon them, and it was thereupon resolved, with the concurrence of the Council, to draw directly on the Imperial Treasury for such sums as were necessary, to preserve the colony from disorder and ruin.

A period of great excitement followed. Public meetings were held to discuss the financial position. It was feared that the action taken in England would involve widespread disaster and ruin. That the colonists were with the Governor was evident, and the general feeling was shown by the resolution of the Chamber of Commerce: That, should the Governor "see fit to draw upon Her Majesty's Treasury, they will accept such bills in payment of their ordinary business transactions."

Retrenchment in various directions was begun, but it had not proceeded far before on May 10, 1841, the "Lord Glenelg" arrived, bringing not only the Governor's recall, but his successor in the person of Captain Grey.

There can be no doubt that Colonel Gawler was badly treated. His contention was that no adverse criticism of his proceedings reached him until nearly the end of 1840, and he had every reason to believe that the views of the Commissioners and his own were in harmony. He had good reason for the conclusion, for at an earlier date he had been told that, "as far as their information enables them to judge, they fully approve of the steps you have hitherto taken, and that you may safely rely on their efficient co-operation in all measures calculated to promote the welfare of the colony." Following this was written permission to deviate from the rules laid down under certain conditions, "one of the most important of which is that the grounds for such deviation shall be placed fully and without delay before the Board"; and this condition was regularly complied with.

Moreover, though the Governor had exceeded his instructions, the amount involved was not so large as to justify the peremptory check imposed upon him, with its serious consequence. Mr. Hodder says:—"The exact amount of the excess of Colonel Gawler's expenditure over the revenue, and the amount of bills drawn by him on the Commissioners, was stated to be £291,861 3s. 5½d. The total debt due in England on May 1, 1841, and chargeable on the revenue of the colony, was £305,328 2s. 7d. This was not enough to require any such extreme measures as the precipitation of a financial and general crisis, which the repudiation of the bills and a change of Governor necessarily involved."

No one was able to form a clearer and sounder judgment of the entire proceeding than Mr. G. F. Angas. He wrote to Lord John Russell expressing his astonishment that "with an unappropriated Emigration Fund of about £80,000, and the power given to Her Majesty's Commissioners, by the South Australian Act, to raise a loan of £200,000, of which £120,000 remains untouched, the Governor's drafts should have been refused acceptance. Thus, in an instant, the public credit of the colony has been destroyed; and, if not restored by a timely interposition of the Government, must end in anarchy, confusion, and ruin." He forcibly presented the other side of the picture to His Lordship, by stating that within four years, without trouble or expense to the Government, a colony had been raised up at a distance of 14,000 miles, with a population of 16,000 persons, whose seaports had admitted 200 merchant ships, and in which a million of British capital had been embarked. "The celebrated Colony of Pennsylvania, at one-third the distance, could not in seven years number half the population or a fourth of its commerce." As the result of his appeal the Govern-

ment decided to guarantee a loan, and to recommend its adoption by Parliament, and gave instructions to the Commissioners to pay the dishonoured drafts forthwith, pending a Parliamentary Enquiry. This, however, did not entirely remedy the mischief caused by the Commissioners' hasty and ill-judged action, or repair the wrong that had been done.

Colonel Gawler left South Australia on June 22, 1841. Before his departure he was made the recipient of numerous addresses expressing the respect and esteem of all classes of the community. Out of their diminished resources the colonists contributed and presented to him, as a token of their regard, a purse of £500, which he left to be invested in land, so as to retain a connecting-link between himself and the colony to which he hoped to return.

Both the manner of his dismissal and the fact of it appealed strongly to the public sympathy. The people, among whom he had lived, knew how to appreciate his efforts to bring order out of chaos, to promote the reign of goodwill, and to set the distracted, helpless colony firmly on its feet. They regarded him as its saviour, strongly resented his being made the victim of misrepresentation, without having a chance to clear himself before ill-informed authorities 14,000 miles away, and did not hesitate to express their sentiments.

For himself he never wavered in his conviction that

he had acted rightly. He was authorized to do certain things in cases of emergency, and he counted it emergency when the Survey Department could not keep pace with the demand. The police force was insufficient to suppress bushrangers and control natives, public officers were resigning their situations because of their meagre salaries, the public offices were burnt down, there was only a mud cottage for himself and his family, and with a beautiful port-commerce was paralyzed for want of a suitable landing-place. He regarded each of these particulars as constituting a case of emergency. Most people thought he was right, and he held that he could not have materially economized anywhere with advantage.

As to the substantial advance that was made under his régime, the following summary by Mr. Allen is a sufficient testimony. Colonel Gawler found the colony in 1838 with a population of 6,000, and left it in 1841 with a population of 14,600; "he found it with 86 acres of land under cultivation, and left it with 2,503; he found it with 20 acres of wheat growing, and left it with 1,059; he found it with 28,000 sheep depasturing on its lands, and left it with 200,160; he found it with exports to the value of £6,442 per annum, and left it with exports to the value of £32,079 per annum." He found the colony in a state of nature, "set it on its legs, provided it with an outfit, and gave it a fair start in the world."

GOVERNOR GREY.

In the long list of South Australian Governors there is no more picturesque figure than that of Captain George Grey. He was born at Lisbon, Portugal, on April 14, 1812, a week after his father, Colonel Grey, had been killed in the siege of Badajoz. Having been educated at Sandhurst, he was gazetted thence to the 83rd Regiment, Foot, in 1829, and served to a captaincy. In 1837 he sailed from Plymouth in the ship "Beagle" as leader of a Government expedition to Western Australia. While exploring he had a full share of peril and privation, received a severe spear wound from hostile natives, and barely reached Perth alive. In Western Australia he discharged the duties of Resident, visited Adelaide on his way to England in 1840, and in November of that year was offered the Governorship of South Australia. He held that position from May, 1841, to October, 1845, when he was transferred to New Zealand during the first Maori war. After nine years of service in the island colony he was employed for five years in South Africa; was recalled in 1859, because the British Government disapproved of his action in endeavouring to federate the South African colonies; but reinstated, and remained at Cape Town till 1861. Incidentally, it is claimed that he saved India by sending troops to Bom-

bay, and deflecting to India troops on their way to China, the reinforcements proving of essential service in quelling the mutiny which had broken out. A second Governorship of New Zealand for six years followed, then an interval of active life in England. He returned a third time to New Zealand to become a member of its Legislature and Premier—thus having an entirely unique experience. He took part at the Sydney Convention, at which Australasian Federation was discussed; returned to England, where he died in 1898; and, as one of the great Empire-builders of the nation, was buried in St. Paul's Cathedral.

The South Australian chapter of this strange eventful history is relatively brief and unimportant. In generalizing upon it, extremely different views have been taken. Mr. J. A. Froude wrote:—"Sir George Grey's career is a romance," which was perfectly true. Perhaps the phrase suggested to Mr. James Milne, Grey's biographer, as a sub-title for his book, "The Romance of a Proconsul"; and certainly the summary in the contents table is a bit of genuine romancing:—"Named to the Governorship of South Australia in 1841, aged 29; held it until 1845; and during that period rescued the colony from a state of chaos, setting it on the highroad to prosperity." There was no

chaos, and, therefore, no rescue from it; while, as to the road of prosperity, the mineral discoveries did infinitely more than any administrative act or policy.

On the other hand, there have been adverse criticisms equally strong and almost as greatly exaggerated. Mr. Allen does not scruple to characterize Captain Grey as a snake in the grass. He describes the visit of the wounded explorer to Adelaide, who was hospitably entertained by Colonel Gawler and shown everything, and insinuates that Captain Grey made an improper use of the information thus obtained—that he

sion, which was a strange return for the kindness shown to him on his previous visit.

Captain Grey's own account of the manner in which he received the appointment indicates that, if he did not actually seek to oust Governor Gawler, he was entirely willing to accept the position when offered. He had commented on the size and costliness of Government House. It was suggested that the building might be sold to the Corporation, or leased, to be used for a Court House or Town Hall. There was an abrupt and extraordinary change in the attitude of the Commissioners and the Government shortly after Captain Grey arrived in England. Lord John Russell, in making him the offer of the Governorship (said Grey) "was going on what I had done, in regard to Australian affairs, especially a kind of despatch by me on native administration." If Captain Grey's reports and influence did not greatly aid in putting Colonel Gawler wrong with the home authorities, the latter was the subject of a number of remarkable and unfortunate coincidences.

It is only fair to Governor Grey to recognize the unswerving firmness with which he pursued what he believed to be the path of duty, uninfluenced by either applause or blame. He was violently abused in public meetings and the press, but avoided the temptation to retort by never reading the strictures on his policy. During his term the colony passed through its darkest experiences; but before he left it he had the satisfaction of seeing it emerge into the light. He then received unstinted praise; but it is difficult to see that he did any better than his predecessor could and would have done, if he had only been given the chance.

CONSTITUTIONAL CHANGES.

In dealing with South Australian embarrassments, the first act of the Imperial Government was to associate the Legislative Council with the Governor in all matters connected with the revenue and expenditure of the colony, so that the administrative staff of officials should share in the responsibility of their action. To Governor Grey this was a great advantage.

The Select Committee, which had been appointed pursuant to arrangement, in its first report recommended that provision should be made to meet the engagements incurred under the authority of the Resident Commissioner and the Board of Commissioners; and together with the intelligence that this recommendation had been acted on came the news that South Australia was thenceforward to be considered and treated as a Crown colony. The cause of past trouble was attributed to divided responsibility, which was to be avoided in the future.

In the second report of the Select Committee attention was called to certain fundamental defects in the South Australian Act, which might properly be



Photo by H. Krischock.

COLONEL LIGHT'S STATUE.

represented to the Commissioners in England that the Governor, whose salary was £800 a year, was living in a house in which he might comfortably spend £8,000 a year, and there were signs of great extravagance everywhere; while he failed to give a fair account of the generally active and promising conditions. This account goes on to say that Captain Grey, on reaching Adelaide the second time, personally informed Colonel Gawler that his bills had been dishonoured, handed him his letter of recall, and then produced his own commis-

summarized under the same term—inconvenient and unworkable division of authority and responsibility. Passing to details of administration the Committee exonerated Governor Gawler, and expressed the opinion that the conditions he found in the colony “made it absolutely necessary that he should assume a large responsibility in deviating from his instructions.” They were unable to say how far he was justified by imperative necessity in incurring an expenditure so far exceeding his authority; but they added, “It is due to Colonel Gawler to observe that the general character of his administration has been spoken of in terms of strong approval, even by those who have censured his expenditure as excessive,” and his severest critics had not been able to point out any specific items by which the expenditure “could have been considerably reduced without great public inconvenience.”

As to the Commissioners, the Committee considered many of their arrangements defective, and their instructions as to expenditure faulty, through their inability to clearly understand the circumstances of the colony. They thought, however, “that the chief and original error was in the Act itself.” At the same time surprise was expressed that the Commissioners should have entertained no apprehension of the result that had taken place, and believed, up to the last moment, that everything was going well.

Two important Acts were passed by the Imperial Legislature, in which the recommendations of the Select Committee were embodied. One of these was an “Act for regulating the sale of waste lands in the Australian colonies and New Zealand.” Under its provisions the power of sale and conveyance was vested in the Governor. Instead of all land being disposed of at the uniform price of £1 per acre, and the proceeds devoted to emigration, it was provided that all waste lands, except blocks of 20,000 acres, should be put up to auction at the minimum of £1 per acre, and one-half applied to emigration, the other half being applicable to local requirements.

The other measure was “An Act for the Better Government of South Australia.” It repealed the former Acts, thereby abolishing the Board of Commissioners, and providing for the establishment of a form of legislation similar to that previously in force in the other Australian colonies. Instructions were sent to the Governor to form such a Council as was for the time being best suited to the wants and conditions of the colony, and the prospect was held out that control by means of popular representation might be granted at an early period.

This Act came into force in February, 1843. It granted what had been urgently demanded: that the Legislature should include non-official as well as official members. The new Council met on June 20 for the purpose of being sworn in, and the Governor gave a

somewhat lengthy address. There were four official and four non-official members, as follows:—The Governor, the Colonial Secretary (Mr. A. M. Mundy), the Advocate-General (Mr. W. Smellie), the Colonial Treasurer (Captain C. Sturt), Messrs. T. S. O'Halloran, T. Williams, J. Morphet, and G. F. Dashwood.

The Council did not meet for the transaction of business until October 10, when it met in the Council Chamber on North Terrace erected for its use. The occasion excited great interest. It was the first time that non-official gentlemen had taken part in legislative proceedings, the first time also that the public had been admitted to hear the debates, and the galleries, as well as the body of the House, were crowded with strangers. The session only lasted for about five weeks, but during that time sixteen Acts were passed, some of which were useful and important measures.

FINANCIAL ADJUSTMENT.

The financial crisis through which South Australia passed during Captain Grey's administration was the severest in its history, but perhaps inevitable. It resulted mainly from two causes—the inadequate provision for the preliminary expenses of founding such a settlement so far from the mother country, and the arrangement that the entire proceeds of land sales should be devoted to assisting emigration. To these may be added a third—the division of authority: but, with or without it, trouble was bound to come.

On the above points, remarks of Mr. E. G. Wakefield, whose principles were embodied in the colonizing plan, have been quoted. He said a colony could no more be founded without preliminary expense than a cotton-mill started without an outlay for buildings, plant, and raw material. The fact was recognized in the authority to borrow which the Commissioners possessed; but the calculations as to what would be required were inadequate, the influx of immigrants too rapid, and through misinformation or misapprehension the home authorities became frightened too soon. As to the disposal of the land fund for other than sending out emigrants, Mr. Wakefield acknowledged its propriety in the remark that the scaffolding need not be kept up when the building was erected. Colonel Gawler only acted in advance of his instructions, under the compulsion of imperative necessity.

According to Mr. Allen, the overdue bills at the time of Colonel Gawler's departure, for which the British Government made provision, amounted to £155,000. There were also bonds issued by the Commissioners under the original Act, £84,000, and outstanding debts for goods supplied and labour performed in the colony, £30,000; the total being £269,000. There were, however, contracts which had been entered into by the Gawler administration which somewhat increased the amount.

As the Government had received Parliamentary sanction to pay the £155,000 and granted a further sum of £59,000 to provide against any deficiency in the revenue during 1842, it was regarded as certain that the liabilities would be met. The strongest justification of Gawler's action in providing for an excess of expenditure over revenue was furnished by his successor, who drew bills on the Lords of the Treasury to the extent of £14,000, which were dishonoured in their turn! With the example and fate of his predecessor before his eyes, this was bold even to rashness, and it brought upon him a sharp rebuke from the Secretary of State. "You were warned not to draw any bills without having previously received authority to do so, and not to take any measures on your own authority for the settlement of the debt."

The final adjustment of accounts immediately preceding the passing of the Act which transferred control from the Commissioners to the Crown is thus summarized by Mr. Hodder: "The total amount of liabilities was stated (by Lord Stanley) to be £405,433. Of the first item, namely, the Parliamentary grant of £155,000 advanced the previous year, he asked the House to forego the payment. Colonel Gawler's remaining unpaid bills, amounting to £27,200, and Captain Grey's bills on account of emigrants' maintenance, amounting to £17,646, he recommended should be paid. The £85,000 borrowed by the Commissioners, bearing interest at from six to ten per cent., to remain outstanding at three and a-half per cent interest, the bondholders being guaranteed payment by the British Treasury out of the Consolidated Fund. The £35,000 outstanding debts of Colonel Gawler, and the £84,697 borrowed from Land and Emigration Fund were not at present to be made good, but Captain Grey was instructed to issue debentures in the colony at interest not exceeding five per cent. Lord Stanley further signified his intention of moving for the sum of £15,000 to be placed upon the Estimates for carrying on the government, and with that amount he thought the colony would be in a healthy and prosperous condition."

It is proper in reviewing this transaction to look at both sides of the balance-sheet. South Australia had afforded an excellent outlet for the surplus population of Great Britain. Its commerce was already of some value, and destined very shortly to increase with great rapidity. It afforded a fine field for British capital and energy. It was a far cheaper possession than the other Australian settlements. The success of its fundamental principles was a splendid contribution to the art of colonization. Altogether in this transaction the Imperial Government made a magnificent and highly-remunerative investment.

A TIME OF SUFFERING.

South Australia must have had a robust constitution. At this stage of its history, while cutting its

teeth and learning to run alone, it had to pass through a long series of severe infantile maladies. It suffered from cutaneous eruptions, feverish attacks, spasms, convulsions, indigestion, and much more. It was overfed, badly nursed, and made the victim of unskilful and drastic treatment. The wonder is that it survived the ordeal, and stood so firmly on its feet when all was over.

During the greater part of his administration Captain Grey was more generally unpopular than either of his predecessors. Of the four newspapers that were published only one had a word to say in his defence. At a public meeting, described as a "monster indignation meeting," a resolution was carried expressing "total want of confidence in the administration of His Excellency Captain Grey." This was followed by a memorial to the Queen being drawn up, humbly praying "that your Majesty will be graciously pleased to take the case into your most gracious consideration, and either recall His Excellency the Governor, or issue directions for such an amended mode of administering the government of the province as shall to your Majesty seem meet."

Did Captain Grey deserve this wholesale censure? Assuredly not, any more than his predecessor deserved to be removed from his office. Colonel Gawler was sent out to remove the causes of discontent and push on the work of development. He did it, and because it cost more money than was expected he was recalled. Captain Grey's mission was to economize. At first he did not cut deep enough, and was snubbed for it. No wonder he resorted to severer measures, and obeyed his instructions instead of yielding to popular clamour. He maintained his stand despite the odium he incurred, and showed the intrepidity of his character when a band of several hundred of disappointed persons proceeded to Government House, and he seemed in danger of suffering personal violence.

Of course the distress was acute. As the Governor himself put it, during the twelve months preceding his arrival "about £150,000 had been distributed in the form of salaries, allowances, wages, and profitable contracts amongst a population of 14,061 people, who only contributed £30,000 towards their own support; in other words, the British Treasury had paid to every man, woman, and child in the province upwards of £10 per head per annum; or, if only the males of twenty-one years and upwards were considered, more than £12 each per annum was paid by Great Britain for the support of themselves and their families." The abrupt stoppage of this financial stream paralyzed trade and arrested industry. Hundreds of people were thrown out of work, and the entire social organization was dislocated. At the same time, it was grossly unfair to charge on the small population of a young colony the whole amount of the sum expended, much of which had gone to erect public buildings of a necessary and permanent character.

To describe in detail the troubles which followed would be like recording the symptoms of a malady, and a few typical facts will serve the purpose. Money became so scarce that a system of barter and of "orders" was largely resorted to. Private undertakings, as well as public works, had to be suspended because their promoters had no means for carrying them on. After consulting the Bench of Magistrates, Captain Grey reduced the wages of the unemployed emigrants to one shilling and twopence a day, without rations, causing great privation and discontent. At the end of 1842 there were 2,000 persons in a destitute condition depending on Government relief. The expenditure of that year in the Immigration Department was £18,069 0s. 4d., most of which was for the relief of destitute persons.

While so much acute suffering came on the working classes, the blow fell with great severity on property-holders, numbers of whom were ruined, and on the City of Adelaide worst of all. The dishonoured bills brought in their train an era of bankruptcy. During 1842 no fewer than 136 writs passed through the hands of the Sheriff, and 37 fiats of insolvency were issued. Numbers of debtors fled because they could not meet their liabilities, and a score or more were imprisoned until the Governor passed a measure for their relief. Out of 1,915 houses in the city, 642 stood empty, and one of the newspapers of the day recorded that "property is now selling by auction in Adelaide and the neighbourhood in many cases for less than the title-deeds cost two years ago." So deep was the depression that the question was discussed, "Shall we re-emigrate?" and it was reported that, while the new arrivals were *nil*, there were fifteen or twenty departures in every vessel that cleared out. Deportation was, in fact, not only recommended, but ordered by the Home Government, which was one of the many instances which showed their want of understanding. Captain Grey received instructions to ship the unemployed emigrants to Sydney, but refused to do it. He said: "I should, in the first instance, have had to send away 2,427 souls, that is, one-sixth part of the whole population; the fact of my having done so would have made paupers of a great many more, who must have been removed in the same manner, and there would have been no labourers remaining in the province to produce food for those that were left." In his own words, the colony would have been "irretrievably ruined."

They were hard times for the Governor. He was so hard up for money that at one time he had to borrow £1,800 from the Commissariat, and at another £3,000 from Sydney. Everything he did was objected to. He sought to raise revenue by harbour dues and imposing customs duties, and there were instantaneous protests against taxation in the inevitable public meetings. He retrenched the salaries of public servants, which was stigmatized as an act of cruelty. He reduced

the police force, dispensed with the letter-carrier to North Adelaide, and suspended the signal service—acts which were characterized as cheeseparing. While firmly pursuing his unpopular work, he showed the human heart that was in him by contributing £400 out of his own pocket for the relief of distress.

The vitality of the body politic was at its lowest in the year 1842. The trouble culminated in the dishonouring of Captain Grey's bills, but the strong remedial measures thereby necessitated produced a change for the better. Improvements commenced during 1843: by the end of that year there was a distinct advance in health and vigour, and within another twelve months the recovery was complete.

INDUSTRIAL EXPANSION.

To what extent the depression in the city accelerated the development of the country cannot be stated with anything like exactness. The movement had begun in Colonel Gawler's time, and certainly was not originated, though it may have been stimulated, by the harsh measures of Captain Grey. When Colonel Gawler arrived in 1838 there were only 20 acres under wheat; in 1839 there were 120. The area was increased to 1,059 acres in 1840, and there were 4,154 acres sown when he left in 1841. This was a fairly rapid increase, considering the delay of the surveys and other difficulties, and entitles Governor Gawler to the credit of having laid the foundation of the farming industry.

Very much importance was attached to the harvest of 1841-2. The weather proved so favourable that Captain Grey said that if he had made it it could not have been better, and the yield was abundant. The scarcity of labour was no small embarrassment. Gentlemen volunteered as reapers; all who could be spared from active Government service were set free to lend a helping hand. Anticipating trouble in the form of riots, the Governor had obtained detachments of soldiers numbering about 150, and they were permitted to assist. Captain Grey said: "At the pruning-hook, in getting in that harvest, they were of vast assistance, and not often have soldiers been more nobly employed." For all that, much wheat was ungathered for want of hands—or, perhaps, "pruning-hooks."

The question of how to grow wheat was settled, but there remained the problem of gathering it in. Agricultural Societies were stimulated to greater activity. Farmers' Clubs were formed in various places. It was evident that manual labour would be inadequate, and inventors were encouraged to exercise their wits. In September, 1843, eight models of reapers were submitted to a committee of experts, but, meanwhile, Mr. Ridley, a miller, of Hindmarsh, constructed the combined stripper and thrasher which bears his name, and overcame the difficulty. The food question was settled. Flour-mills were speedily established, and South Aus-

tralia became an exporter of breadstuffs of the finest quality in the world. The contrast between the conditions presented on the arrival of Colonel Gawler and when Captain Grey took his departure seven years and one week afterwards is almost startling. In October, 1838, there were 20 acres of wheat under crop, and flour was £100 a ton. In the same month of 1845 the area had expanded to 18,838 acres, the price of wheat had fallen to half-a-crown a bushel, and there were few buyers at the price.

Meanwhile, it should be noted that amid all the discouragement and discontent, the difficulties, dispersion, and destitution, a large number of colonists were resolutely striving after success along the lines of energy

through the arrival of flocks and herds overland, and their natural increase. One result was that in 1843 the price of sheep fell as low as half-a-crown apiece, but in that year the boiling-down of stock for the sake of their tallow was commenced, which at once doubled the minimum value of sheep, and initiated the manufacture of soap and candles on an extensive scale. Wool had previously found a place in the list of exports; its volume increased, and other pastoral products were added.

The first mineral shipment took place in 1841, and consisted of a consignment of silver-lead ore from Glen Osmond, valued at £390. Later in the same year the youngest son of Captain Bagot, while gathering wild



Photos by H. Krischock.

C. E. Stamp, Artist.

and hard work. In 1841 a valuable consignment of 57,200 vine-cuttings and a choice assortment of fruit-trees was imported from the Cape of Good Hope, to the order of the Vine Association, and distributed among its members. Exhibitions were held, at which creditable displays of fruit and vegetables were shown, the excellence of sweet- and water-melons being especially noted. In September, 1843, the first ploughing match was held on Section No. 1, Thebarton—selected for his home and named by Colonel Light—and the first cattle show was held that year.

The pastoral interests of the colony multiplied in the early years of its history with amazing rapidity,

flowers, found specimens of copper ore on his father's run, near Kapunda, and Mr. Dutton observed similar indications shortly afterwards. Messrs. Bagot and Dutton kept their discovery quiet till they had secured the land at the upset price of £1 per acre, and they then sent samples to England for assay, the return being an average of 23 per cent. They commenced operations in 1844, and the arrival of successive dray-loads of rich ore necessarily occasioned great excitement in Adelaide. The further effect was to establish a new industrial centre fifty miles inland.

The excitement of this discovery was, however, far exceeded by the tidings of a still richer find fifty miles

further north, near the Burra Burra Creek. A shepherd named Pickett, while tailing his flock, had stumbled against a rich outcrop, and when the news reached Adelaide there was intense eagerness on the part of two rival associations—which became known as the “Nobs” and the “Snobs”—to obtain possession of the property. As nothing short of a 20,000-acre special survey, for which £20,000 had to be deposited, would secure the prize, and neither party alone could find the money, they amalgamated for that purpose, agreeing afterwards to divide the survey by lot. The richer half fell to those who needed it more, and the shareholders had reason to congratulate themselves on their good luck. The invested capital was £12,320 in £5 shares, and the mine had paid £800,000 in dividends before it stopped working in 1877. By that time nearly two millions and a quarter had been expended by the Company, and the ore raised was nearly five millions sterling in value.

Three great sources of material wealth—agricultural, pastoral, and mineral—were thus developed almost coincidentally, and it is clear that they had far more to do with assuring permanent prosperity than any exercise of administrative ability.

ORGANIZATION AND DISORGANIZATION.

It was in harmony with the liberalization of the South Australian Constitution that arrangements should be made for any town having a population of 2,000 inhabitants to have elective municipal institutions. As Adelaide had more than the requisite number, an Act was passed by Governor Gawler and his Council on August 19, 1840, providing for the election of a Council to consist of nineteen common Councilmen, who were to elect a Mayor and three Aldermen. The election took place on October 31, and the first meeting was held on November 4, the inaugural act of the Council being an address to the Governor. ~~Thus~~ was constituted the first municipality outside the United Kingdom in any part of the British Empire.

The times were troublous, the revenue of the Council meagre and difficult to collect. When the change of Governors took place, and bad times fell on the city, the situation became still less satisfactory. Governor Grey had no liking for the Corporation, and, in fact, was in constant quarrel with it. Legal questions arose of considerable intricacy. Mr. J. H. Fisher, who was elected Mayor, and repeatedly re-elected, at one point resigned his position, and a successor was chosen. The point was then taken whether such proceedings were legal. It was contended that he had no power to resign, the Council had no power to accept his resignation, and that all subsequent acts were consequently invalid. The Council finally lapsed, and no effort was made by the Governor either to preserve or restore its

vitality, though the Act was not repealed until August, 1846.

Notwithstanding internal troubles, the colonists were vigilant and energetic in defence of the principles of their constitution. A proposition to introduce a number of boys from the Parkhurst Reformatory was promptly met by a decided protest against any infraction of the provision that no such element was to be admitted. With equal determination an attempt to transfer a number of conditionally pardoned men from New Zealand was frustrated.

With equal earnestness the granting of State aid to religion was opposed by those who held strong opinions on that subject. The proposal was brought before the Council on October 25, 1843, by Mr. Morphett, and caused great discussion. The Methodist Church, which had already spread its agencies over a wide area, suffered a damaging secession, and the topic became a burning question for some years.

The various Churches were extending their range of operations, and several new denominations established themselves. In November, 1844, the first Roman Catholic Bishop, the Right Rev. Francis Murphy, D.D., arrived in South Australia, and two days afterwards opened the first Church erected by his co-religionists in the colony, at Morphett Vale. The depressed state of affairs led many persons to turn to teaching as a means of livelihood, so that in 1844 there were 30 to 40 schools in operation. The same cause appealed to the charitable. In 1838 the Methodists initiated the Benevolent and Strangers' Friend Society, which still exists, under non-sectarian management; and in 1842 a “Philanthropic Society” was formed to aid persons in necessitous and destitute circumstances.

Collision between the white and black races was probably inevitable at some point, and the period under review witnessed many murders by aborigines at Port Lincoln, on the south coast, and along the overland route. The frequent attacks on parties travelling with stock led to the appointment of Mr. Eyre as Magistrate at Moorundie on the Murray, a police patrol was organized, and the establishment of a fortnightly mail between Adelaide and New South Wales proved serviceable.

Exploratory work was prosecuted in various directions. Among the noteworthy expeditions was one conducted by Captain Frome in July, 1843, towards the north. It was absent two months, and its report confirmed that of Mr. Eyre generally; but added: “With respect to Lake Torrens, it was found that what appeared, not only to Mr. Eyre, but at first sight to himself (Captain Frome), a large expanse of water stretching out to the eastward of Flinders Range, was in reality a desert of shifting sand, the extraordinary refractive power of the sun's rays converting it into an apparent sheet of water.”

In April of the following year the Governor himself, accompanied by Messrs. Bonney, Burr, and G. French Angas, traversed the south-eastern district, and discovered much good country between the Rivers Murray and Glenelg. Four months afterwards the most important expedition of any sent out under Government auspices, was despatched from Adelaide, hoping to reach the centre of the continent, or at least discover a supposed chain of mountains lying parallel with the Darling. Its leader was Captain Sturt, with whom were Mr. J. Poole, as second in command, and Mr. J. McDouall Stuart. It was absent nearly a year and a half, and endured terrible experiences. Mr. Poole succumbed, Captain Sturt returned half dead and nearly blind; but Mr. Stuart profited by the knowledge gained, and lived to be the most successful explorer South Australia ever produced.

Reference is made elsewhere to the construction of a wharf at Port Adelaide, and of a causeway, rendering access to it practicable at all times, by the South Australian Company. This work contributed much to the welfare of the community. Though the Port stream formed an excellent harbour, it was bordered by impassable swamps, which constituted a serious drawback to the transit of both passengers and cargo. The Company's road was the forerunner of a number of other improvements at the Port, and became public property in 1842, in exchange for land to the value of £13,000. One of the last acts of Captain Grey as Governor was to abolish the port and harbour dues, for which he was formally thanked. He left South Australia on October 26, 1845, a busy, thriving, and well-organized community, and carried with him many expressions of sincere goodwill.

GOVERNOR ROBE.

Captain Grey's departure from South Australia was somewhat sudden. Mr. Hodder says that a rumour had reached Adelaide that he was wanted for New Zealand, and that Major Robe was to be his successor; but Grey's own account is somewhat different. He says he was out for a ride, when a man with a light cart stopped him, bringing despatches which had been landed from a vessel just anchored, adding that it was the "Elphinstone" and had come to take him away. "This was all very puzzling. I jumped off my horse, sat down beside some trees, opened the dispatch-bag, and devoured its contents. . . . Before I mounted my horse again . . . I made up my mind to go to New Zealand. Indeed, I had not two opinions on the matter from the moment I became acquainted with the wish of the Colonial Secretary. It was a clear duty." It is difficult to see how he could have come to any other conclusion, seeing that his successor was on board the waiting vessel.

Major Frederick Holt Robe had been sent out in a hurry. Questions of geography and emergency had more to do with his selection than natural fitness. He belonged to the 87th Royal Irish Fusiliers, had at one time held the office of Military Secretary at Mauritius under Major-General Sir William Nicolay, and when called upon to go to South Australia was holding a similar office at Gibraltar.

There was serious trouble in New Zealand. The Home Government wanted Captain Grey to go and deal with it. To get him there in the shortest time they thought of Major Robe at Gibraltar—a bachelor, and, therefore, without incumbrances—as his substitute, instructed him to proceed *via* Alexandria and the Isthmus of Suez, where the "Elphinstone," which had been borrowed from the East India Company for the purpose, was in readiness to take him to South Australia. There

the vessel was to pick up Captain Grey, and proceed to New Zealand forthwith.

On October 25 Major Robe was privately sworn in as Lieutenant-Governor. In a legal and technical sense, therefore, he did not supersede Captain Grey, who retained his nominal Governorship. The object of this curious proceeding was to protect "Governor" Grey from legal action by the holders of dishonoured bills who had declined to take debentures. Only while he retained his official connection could he enjoy such protection. It is somewhat remarkable that, with a knowledge of such conditions, of which his own title was a constant reminder, Major Robe should have become connected with legal proceedings only two months after his arrival. Mr. Gilles, on behalf of the South Australian Land Company, brought an action against him for disallowing the exercise of certain preliminary land-orders in the selection of mineral sections near the Montacute Mine. The case broke down on its merits, but when the knowledge of it reached England it brought a sharp rebuke from Mr. Gladstone, who was then Colonial Secretary. He said:—"I cannot sanction the course which you followed in this case. By appearing, or permitting any officer of the Crown to appear, in defence of such a suit you virtually acknowledged that the head of the local Government was amenable to the jurisdiction of the courts of the colony which he governs. If that were admitted," proceeded Mr. Gladstone, "you would of course be liable to fine, to distress, and imprisonment at their bidding."

This incident clearly showed that Major Robe had no clear and full perception of his position, and he seemed incapable of realizing it. He was a trained soldier, and, therefore, probably a martinet. He knew how to command, but was blissfully ignorant of the art of conciliation. He was an honourable and upright man, but with unfortunate prepossessions and limita-

tions. Within the rather narrow circle of his personal friendships he was liked and respected; but he never had and never seemed to care for popularity. His Tory proclivities made him somewhat of an anachronism in such a democratic community, and his openly expressed "aversion to popular tendencies" prejudiced much that he did. His avowed High Churchism and unconcealed abhorrence of Nonconformity constitute an unfortunate equipment for governing in what was called "a Paradise of Dissent." The hurried choice of such a man for the peculiar position he had to fill was more blameworthy than anything about himself. He was true as steel to the principles he held, and to the political party with which he was allied. His brusque manner, autocratic style, and lack of oratorical gifts were comparatively small matters, compared with incongruity between his general make-up and the functions he had to discharge.

Captain Grey left South Australia as a going concern, having emerged from its early difficulties, and had Major Robe been content to let well alone his administration might have been smooth and successful. As it was, he created much unnecessary trouble, became the cause of great contention, and had to endure the mortification of defeat. As early as 1846 he asked to be relieved from what he felt to be an uncongenial sphere; but it was not until two years later that his request was granted.

Scarcely anything was more characteristic of Major Robe than the closing sentence in which he took leave of the Legislative Council:—"In relinquishing the duties which have devolved upon me under the appointment of Her Majesty, I look to my Sovereign alone for any expression of approbation." He was said to be a master of official routine and a prince in hospitality; but his officialism obscured his finer qualities. Accustomed to obey orders, he expected prompt and machine-like obedience, and if his superiors were satisfied he cared nothing for the opinions of others. To regard a free people as though they were privates or subalterns in a regiment was not a wise course to adopt.

From the Governorship of South Australia, Major Robe was transferred to the position of Deputy Quartermaster-General at Mauritius, and promoted to the rank of Lieutenant-Colonel in the army. During his term the colony had made steady progress, but his warmest friends would hardly ascribe its advance to his superior administration.

A ROYALTY ON MINERALS.

Two great controversies distinguished the term of Governor Robe, and caused a large amount of agitation. The first of these, and the one on which the greatest unity of feeling prevailed, was in reference to the proposed imposition of a royalty or reservation on minerals. Intelligence was received in the November following the

Governor's arrival that Lord Stanley had made an attempt to carry a new Waste Lands Bill through the Imperial Parliament containing clauses imposing a royalty on the minerals raised. It was stated that the Bill had been defeated by Lords Lansdowne and Monteagle, that Lord Stanley had prepared an altered measure, and in the meantime obtained the opinion of the law officers of the Crown, who advised that the existing Act would bear the construction that a royalty on minerals might be admitted. Thereupon he sent a despatch to the Lieutenant-Governor recommending the imposition, at the same time forwarding the legal opinion.

A public meeting was at once convened, at which the measure was protested against as interfering with the duties of the Legislative Council, and a breach of public faith with the colonists, besides being in itself injurious. It was resolved to appeal to Her Majesty, and in the meantime ask the Governor to defer the operation of the measure. A petition to the Queen, signed by seven hundred persons, and a memorial to the Governor were presented by an influential deputation, who informed His Excellency that they were not prepared to bow the knee to any Minister who felt disposed to trample on their rights. With icy coldness and military sternness Major Robe talked to the gentlemen as if they were a number of unruly schoolboys, and declined any reply to the subject-matter of their memorial. This, after all, was only a preliminary skirmish, for Lord Stanley's Bill was thrown out, and the action of the colonists was premature, except so far as it indicated the stand they were prepared to take on the question.

The next stage of the controversy was indicated by the publication in the *Gazette* of a minute prepared by the Governor, specifying a number of rules and regulations for the future disposal of the waste lands, which were designed to secure a royalty of one-fifteenth upon all minerals raised therefrom. A storm immediately broke out. The usual public meeting was held, and several impassioned speeches delivered. The action of the Government was characterized as "illegal, unjust, and impolitic, and, if persevered in, highly injurious to the best interests of the colony, as it would check the industry and exertion of settlers, and discourage emigrants from Great Britain." The outcome of this meeting was the preparation of petitions to both Houses of the Imperial Parliament, and so ended the second chapter.

The first scene in the final act of the drama was the introduction of the New Waste Lands Bill, in the Legislative Council, by the Advocate-General. To appreciate what followed it should be remembered that the Council consisted of the Governor, with three official and four non-official members, five to constitute a quorum. As the Governor was President, in case of there being an equal division between the official and non-official members, the former were able to have their own way by means of the casting-vote of the Governor. When the second

reading of the Waste Lands Bill was moved, Mr. Morphet moved as an amendment that it be read that day six months; this was seconded by Major O'Halloran and supported by Messrs. Bagot and Davenport, but on a division the amendment was lost and the original motion carried. Thereupon, one of the historic scenes of the Legislature followed. The non-official members left the Chamber in a body, while the audience in the Strangers' Gallery shouted "Bravo!" There being no quorum, the Council, perforce, adjourned. The last phase took place on the motion for going into Committee. The non-official members justified their previous action as the only

public meetings to expound the new colonization scheme stress was laid upon the fact that in it there would be no tithes or Church-rates.

Nevertheless, there crept into the Act of Parliament a clause empowering the Commissioners to appoint "chaplains and clergymen of the established Church of England or Scotland," under which the Rev. C. B. Howard was appointed. Such importance, however, was attached to the anti-State Church principle by its partisans that they secured the repeal of that clause by an Amending Act, which passed the British Parliament on July 31, 1838. Notwithstanding all this, the question



Photo supplied by Alfred Day.

VIADUCTS ON THE HILLS RAILWAY.

course left to them. The voting was the same as on the previous occasion, and the Governor then announced that, the dignity of the Crown having been vindicated, in deference to the strong opinion of the non-official members the Bill would be withdrawn.

STATE AID TO RELIGION.

From the time of its inception the understanding was clear and definite that in South Australia there was to be no State Church. In pamphlets and other publications this was urged as one of its attractions, and at

of State aid to religion continued to be a burning question for many years.

Governor Gawler was a deeply-religious man, and, while a good Churchman, took pleasure in encouraging all denominations. He was troubled about the condition of things, and in July, 1840, wrote that the "deficiencies in places of worship and ministers of the Gospel are very great; they do not keep pace with immigration." He avowed his belief that the voluntary principle would not, in any reasonable degree, meet the necessities of the population, and he therefore devised a scheme to

provide for the religious instruction of the colony," which he laid before Lord John Russell in 1841. This was that land should be sold for religious and educational purposes at the low rate of 5s. per acre to ministers, and secured so as to fulfil the intentions of the donors. The scheme was at once attacked by the Rev. T. Q. Stow and others, who described it as worse than an annual grant. A lively discussion followed, and nothing more came of the proposal.

After Major Robe arrived on the scene his ecclesiastical preferences encouraged the State-aid party to commence an agitation in favour of their views. A public meeting was called by Sheriff Newenham, at which about 500 people were present. A motion was moved by Dr. Wyatt, and seconded by Mr. Jickling, that a measure should be passed by the Legislative Council for promoting religion and education. This was met by an amendment moved by the Rev. T. Q. Stow, and seconded by Mr. Anthony Forster, "That in the opinion of this meeting no portion of the public revenue of the colony should be applied by the Government to the support of religion." The voting was about four to one in favour of the amendment.

Both sides immediately prepared petitions. A deputation of leading men was appointed to wait on the Governor with a memorial embodying the decision of the public meeting. He received the deputation with his usual formality, the document was read, and he simply replied, "I have no remarks to make, gentlemen," and bowed them out of the room. His militarism and consciousness that he had the power in his nominee Council to do as he liked in the matter explained his treatment of an influential group of colonists as if they were a parcel of impertinent little boys.

The Governor's attitude was decided. Though he had no remarks to make to the deputation, he had previously, in an official utterance, pronounced strongly for State aid. Legislative action began by Mr. Morphett moving that in the Estimates for 1847 there be included "a sum of money for religious and educational purposes, to be apportioned among the different denominations of Christians in the province in the rate of their numbers according to the last census returns," etc.

The discussion of "political religion" forthwith became the order of the day. A society was formed with the ponderous title of "The South Australian League for the Maintenance of Religious Freedom in the Province," which was exceedingly active, despite the handicap of its designation. Of course there was a counter-Association called "The South Australian Church Society," but it was not nearly so energetic, and did not need to be, inasmuch as its cause was entrenched in the citadel of nomineeism.

There were petitions and counter-petitions, and no room left for doubt as to which side had the majority in respect of outside support, but there were only two anti-

State-aid-Church members of the Council. Accordingly, when Mr. Morphett moved that effect be given to his previous resolution by £1,110 10s. being placed on the Supplementary Estimates for 1846, it was carried. Within a month from that time a striking comment on the action of Governor Robe and his Council in thus over-riding the opinions of the great majority of the colonists, and violating one of the principles on which the colony was founded, was its being made the subject of an appeal to the Imperial Parliament and the Queen. The petition to Her Majesty against it bore 2,530 signatures.

The amount disposed of was by no means large, and divided between the denominations it was trifling. Mr. Hodder says the proportion for the Jews, who had petitioned to be included, was £2 18s. per annum! It provoked such an amount of dissension and strife that the financial relief obtained was dearly purchased. The Methodist denomination, in particular, suffered sorely by the disaffection of some of its leading officials and members. A leading article in the *Register* said: "Who can deny that the State interference with religion has caused dissension and injury? The body of Wesleyans was happy and united; but now how changed! Trustees retiring, benefactors ceasing to contribute, local preachers resigning their sacred office, members withdrawing." Mr. Edward Stephens wrote publicly that he would not give the land in Gawler Place for the church and mission-house which he had promised, since the Wesleyan body had broken compact.

One good effect of the controversy, which never entirely died out while the State grant continued, was the development of an increasing desire for a representative legislature, which stimulated more zealous efforts for the attainment of that object.

The average ability of the Adelaide press during the early years was very high, and there was a keen edge in most of the discussions, due, perhaps, to unremitting practice in personal, political, and religious controversy. The following may serve as an interesting specimen of this department of the current literature:—

"A CATECHISM.—*Ques.*—What is liberty? *Ans.*—The power to make other people do as we please. *Ques.*—What is an act of toleration? *Ans.*—A person conscientiously picking a Quaker's pocket. *Ques.*—What is a bountiful grant? *Ans.*—Giving away other people's money. *Ques.*—What are the 'awfully destitute' country districts? *Ans.*—The romantic villages of Walkerville and North Adelaide. *Ques.*—What is a logical conclusion? *Ans.*—That it is cheaper to make other people pay for our parsons than to pay them ourselves. *Ques.*—What is the best method of teaching a man the value of religion? *Ans.*—To force him to pay handsomely for its support."

As a sequel to the foregoing account, and to render it complete, it may be added that when the new Constitution came into operation in 1851, and the elec-

tion of sixteen non-official members of the Legislative Council took place, the question of State aid was specially prominent, and twelve of the members were returned under pledge for its abolition. The day after the Council met the first reading of a measure for the continuance of the grant was rejected by thirteen to ten, and that was the end of the matter. It is to the credit of the victorious party that they refrained from touching the Colonial Chaplainship, which was then held by an



Photo by H. Krischock.

esteemed clergyman (Rev. Dean Farrell), who retained the emoluments of the office until his death, and they, or a part of them, were then distributed between certain persons who performed duties required at the Stockade, Gaol, etc.

GENERAL PROGRESS.

Notwithstanding the controversies which raged throughout the whole of Major Robe's term, substantial

progress was made in all directions. Thanks to the vigorous efforts and personal bravery of Inspector Tolmer, Sergeant-Major Alford, and their colleagues in the police, the career of many criminals and desperadoes was cut short, and an effective check applied to the lawless element in the community. The ex-convicts and bush-rangers from the penal settlements who had indulged in horse- and cattle-stealing, and worse outrages, baffling the officers of justice by their retreats in "the Tiers" and the Black Forest, were in many cases hunted down and captured, the adventures of their pursuers being, in some instances, as full of thrilling romance as any chapter in Rolf Boldrewood's "Robbery Under Arms." The Black Forest covered most of the area between Adelaide and Glenelg. To the military mind of Governor Robe it was a most dangerous cover to leave standing in case of an invasion from the Gulf. Accordingly, a contract was let to clear the South Park Lands for £800, the contractor to have all the trees and stumps.

In religious matters much energy was shown, especially by the Church of England and the Methodists. A strong reinforcement of clergy arrived during 1846, which gave a great impetus to the operations of the Church, and enabled it to extend the range of its activities. This was followed by the landing, on December 29, of the Right Rev. Augustus Short, D.D., the first Bishop of Adelaide, who had been consecrated in Westminster Abbey six months previously. Bishop Short's episcopal career proved eminently useful, and extended over a quarter of a century. He held his appointment under letters patent from the Crown, the province of South Australia being his diocese, and his first work was to provide the needful organization by constituting the Synod. It was his ill-fortune to be engaged in some protracted controversies, but he was betrayed into the first of them by the ill-advised action of Major Robe. The Governor, who never got rid of the idea that his appointment invested him with a kind of military dictatorship, gave the Bishop a land-grant of an acre in Victoria Square for a Cathedral, which he had no right whatever to do, and the issue was prolonged litigation. A movement, however, which had been set on foot by members of the Church of England to establish a Collegiate School received the Bishop's active support, and the fine block of land, containing 52 acres, on which St. Peter's College stands, was obtained by the aid of Captain Allen and other liberal supporters. In after years Dr. Short was able to select the site for and commence the building of St. Peter's Cathedral—but that belongs to a later period.

The Methodists were fortunate in obtaining as their chief minister at this juncture the Rev. Daniel James Draper, a born organizer, and a bold, yet sagacious, leader. Under his supervision the agencies of the denomination were multiplied, despite internal disagreement over the State grant. Many churches were erected,

including the central edifice at Pirie Street, and rapid extension took place. Bishop Short and Mr. Draper, who were contemporaries, and alike in many respects, laid the foundations of the Cathedral churches of their respective bodies, and left an enduring impression on the religious life of the community. In other religious organizations there was corresponding activity.

In exploratory work the chief interest centred in the return of Captain Sturt after his memorable expedition, which was the last he undertook. The reception of himself and the remnant of his party, in January, 1846, was most cordial, though the condition of the party, the state of the equipment, and, most of all, the behaviour of the few sheep which followed as quietly and regularly as a rear-guard, eloquently testified to the severe struggle that had been endured. There was also an expedition to the North led by Mr. Horrocks, of Penwortham—noteworthy because it was the first instance of a camel being employed in such work. Its object was frustrated by an unfortunate gun accident, as the result of which the leader lost his life. Major Robe himself undertook an expedition down the south-east coast line, which extended as far as Portland Bay, in Victoria.

A large increase of population took place as the result of success in proving the resources of the State. Prize wheats had been exhibited at the London Corn Exchange, where they were considered of extraordinary quality, and samples of barley were pronounced to be

of the finest quality of any that had ever been seen at the London Corn Market. At the same time the output of the copper-mines began to produce a great impression. The growth in this department is interesting. In 1843 copper of the value of £127 appeared in the list of exports, the next year it was £6,436, in 1845 rose to £19,020, and in 1846 leaped up to £143,231. In that year for the first time minerals took the highest place in the export trade, the value of wool being £106,510. In both lines rapid expansion continued. This condition, of course, broadened the stream of immigration. There were several arrivals of immigrant ships under Government auspices in 1846, and in the following year £160,000 was appropriated to immigration purposes, the arrangement being that a vessel should be dispatched every month.

The question of steam communication with the mother country was discussed by the Legislative Council at a special session in November, 1847, and the same month the first oversea steamer arrived. Among other indications of prosperity during this period was the establishment of the Savings Bank, which was placed under the management of the Legislature, as the banks refused to allow interest on deposits in the Savings Bank. Even more noteworthy, as indicating that the condition of severe financial stringency was over, was the contribution of £2,180 10s. 4d. raised in the province as a subscription to aid the sufferers in Ireland from the failure of the potato crop.

GOVERNOR YOUNG.

Sir Henry Edward Fox Young was the first civilian Governor of South Australia. His career proved that colonial experience was a better preparation for the position than military training, which in the case of some of his predecessors had proved a distinct disqualification. He had a truer perception of the relations between himself, as the representative of the Crown, and the colonists, struck the right keynote immediately upon his arrival, and maintained it to the close of his term. His over-confidence in his scheme for developing the Murray trade betrayed him into the wasteful expenditure of a considerable sum of money, but with that exception his administration was a success from first to last.

Sir Henry, the son of Colonel Sir Aretas William Young, was born in England on April 23, 1810, and named after his godfather, General Edward Henry Fox, a brother of the distinguished Whig statesman, the celebrated rival of Pitt. He was educated at Dean's school, Bromley, and intended for the Bar; but on leaving school he joined his father at Trinidad; there he received an appointment in the Colonial Treasury of that island, and this being followed by promotions deflected his course from the legal profession to the Civil Service. At Demerara he served under Sir Benjamin D'Urban as

aide de camp, was transferred to St. Lucia, where he filled the offices of Secretary, Treasurer, and Puisne Judge of the Supreme Court. He then returned to Demerara, in 1847 received the honour of knighthood, and was appointed Lieutenant-Governor of the Eastern Districts of the Cape of Good Hope. A renewal of the Kaffir war took place, and the Imperial Government, believing that a civil Lieutenant-Governor would not be required, appointed him to succeed Major Robe in South Australia, without waiting for the report of Sir Henry Pottinger, who had been dispatched as Governor and High Commissioner for Kaffraria. The services of Sir Henry Young had been so exceedingly useful at Grahamstown during his eight months' residence that the High Commissioner strongly recommended his retention, but before the despatches could be answered he had left the colony. A fortnight before leaving England Sir Henry had married Augusta Sophia, a daughter of Mr. Charles Marryat, and niece of Captain Marryat, the well-known novelist and framer of the signal code which bears his name.

The new Governor and Lady Young arrived unexpectedly on August 1, 1848, in an emigrant ship, the "Forfarshire." The reception of their Excellencies was chilling. There was neither pilot nor Government boat

to meet the vessel, not a single Government official to pay his respects, and at Government House there was neither guard of honour nor any member of the Executive. This apparent neglect was made up for, in a measure, on the following day, when the necessary introductions took place, and an address of welcome was presented. It was in his reply on that occasion that the new Governor showed the clear insight into his constitutional position which enabled him to serve the colony so well. He referred to the wise limitations of the sphere of official government, and pointed out that social advancement depended on the energies and resources of individuals. He advocated the diffusion of scientific information as to the agricultural, pastoral, and other industries, in particular emphasizing the importance of promoting mineral interests by the formation of voluntary associations to collect data and specimens in such a manner as to preserve and utilize the physical facts which were of special importance to practical science.

There had been in some quarters a strong desire, and a measure of hope, that Colonel Gawler might be re-appointed to succeed Major Robe, but any disappointment on that score was short-lived. It was seen at once that in Sir Henry Young the colony had received a Governor of the right stamp.

REPRESENTATIVE INSTITUTIONS.

One of Governor Young's special merits was his entire freedom from partisanship, and another his sincere sympathy with popular aspirations. He proved his possession of these qualities by one of his earliest acts—the suspension of the objectionable royalty on minerals. As the formal endorsement of this action by the Secretary of State for the Colonies was not announced for nearly twelve months, it seems to have been taken entirely on the Governor's own initiative, and was therefore as bold as it was politic.

He further, and more clearly, showed the spirit that was in him in his address to the Legislative Council at the opening of its sessions in November. After referring to the programme of business, he said: "It only remains for me, on the first occasion of transacting ordinary business with the Council, to give my sincere assurance that whether the lapse of time that may occur before representative institutions be conceded to South Australia be long or short—and my wish is that it may be but brief—I am cordially desirous, as far as my power extends, to join with the Council as now constituted only in such legislation as shall be in unison with the general opinion of the colonists."

To this central principle of framing all legislation in harmony with the general opinion, and so as to promote the general interests, Sir Henry consistently adhered. When introducing the Bills for resuscitation of the City Corporation and the constitution of District Boards, he referred to them as framed "on so popular

a basis as to be fit precursors of that more general system of representative government, the concession of which had been usually preceded by some experience of the working of civic, or parochial, or district municipalities." The Australian Colonies Bill, which was before the Imperial Parliament in 1849, provided for extensive constitutional changes, some of which were half-a-century too soon. It separated Victoria from New South Wales and established it as an independent colony, made provision for altering the constitution of the Legislative Councils in the respective colonies, for enlarging their powers, and also for establishing District Councils. Its main feature, however, was the embodiment of a scheme of federation, to include New South Wales, Victoria, Van Diemen's Land, and South Australia, under a Governor-General and a House of Delegates elected by the Legislative Councils of the several colonies.

This proposal never had a chance of success. The newer colonies were not going to link themselves with the penal settlements, and, being smaller, objected to the control which would be exercised over their affairs. Distance and diversity of interests were arguments on the same side. There had to be a closer union in other respects, and the growth of affinities, before the fundamental idea of nationhood could emerge.

Nevertheless, the discussion which inevitably took place served an exceedingly useful purpose. It was in some measure a political education, and resulted in the formation of clear ideas, and the enunciation of definite principles. The public generally, while welcoming the concession of popular representation, and expressing approval of a Constitution modelled on similar lines to that of the Mother Country, condemned the Federal scheme as inexpedient, and these views were emphatically endorsed by the Legislative Council.

The Act, which passed its third reading in the House of Lords in July, 1850, provided for the establishment of a Legislative Council consisting of twenty-four members, of whom sixteen were to be elective, and eight nominated by the Governor. This was the first instalment of representative legislation. The Constitution was sent out by the "Ascendant," which reached Adelaide in January, 1851. Mr. G. F. Angas, who had closely watched the passage of the Act through the Imperial Parliament, was a passenger by the same vessel, and his relation to the colony, as its chief founder, justified his ambition to be the bearer of the document. The red-tape routine of the Colonial Office could not tolerate such an undignified innovation, and accordingly an official took the packet on board and handed it to the steward for delivery to the captain. The steward put it in his soiled-linen bag for safety, forgot all about it, and it was supposed to be lost, until it casually turned up when the steward's bag was emptied.

Great activity was displayed in the preparation for the first elections to the Council. An Election Franchise

Association was formed, with a platform of universal suffrage, voting by ballot, no property qualification for representatives, annual elections, and no nominees. This was followed by a "South Australian Political Association," which had the most important of the same planks in its platform. The League for the Maintenance of Religious Freedom was still in existence, and exercised its full weight of influence against State aid to religion. Its success was such that in the sixteen districts only four candidates were returned in opposition to its principles.

The elections took place in the month of July, and excited an amount of interest which, at this distance of time, appears extraordinary. The prosaic, businesslike style of modern times had not been introduced. The scenes at public meetings, the hustings, and the polling booths had a closer resemblance to those immortalized by Charles Dickens and other English writers of his day.

The following is a list of the members of this the first South Australian Parliament:—

ELECTIVE MEMBERS.

Mr. F. S. Dutton	...	East Adelaide
Mr. A. L. Elder	...	West Adelaide
Mr. J. B. Neales	...	North Adelaide
Mr. W. Giles	...	Yatala
Mr. G. M. Waterhouse	...	East Torrens
Mr. C. S. Hare	...	West Torrens
Captain Hall	...	Port Adelaide
Mr. J. Baker	...	Mount Barker
Mr. R. Davenport	...	Hindmarsh
Mr. W. Peacock	...	Noarlunga
Mr. G. F. Angas	...	Barossa
Captain Hart	...	Victoria
Captain Bagot	...	Light
Mr. W. Younghusband	...	Stanley and Gawler
Mr. G. S. Kingston	...	Koorunga
Mr. J. Ellis	...	Flinders

NOMINEE MEMBERS.

Mr. Charles Sturt	...	Colonial Secretary
Mr. B. T. Finnis	...	Registrar-General
Mr. R. D. Hanson	...	Advocate-General
Mr. R. R. Torrens	...	Collector of Customs
Mr. J. Morphet	...	Non-Official
Mr. J. Grainger	...	"
Mr. E. C. Gwynne	...	"
Major N. Campbell	...	"

The foregoing group of names is exceedingly impressive, including as it does so many that are indelibly engraved on the history of South Australia. It is not surprising that when the question of the further amendment of the Constitution came under consideration the discussion upon it was of a high order. There is good reason for accepting Mr. Hodder's statement that "the debate on the Parliament Bill of 1853 was perhaps the very best in the history of the South Australian Legislature.

Every man was in earnest, and seemed imbued with the idea that in the part he was taking he was assisting to make the whole future of the colony. Many of the speeches might rank with the finest specimens of oratory of the English-speaking peoples. Although the Bill was defeated, the victory was morally complete. Its provisions laid down the principles, and carved and shaped the public opinion which in three years' time was to carry everything before it with overwhelming force; and to the Legislature of 1853 every colonist in South Australia, now and for all time, owes a debt of deep gratitude, as they were undoubtedly the fathers and founders of the most free political institutions compatible with the sovereignty of the mother country."

One of the first acts of the Council on its assembling in 1851 was to abolish the State grants in aid of religion. This was expected to be the great battle of the session, but "the numbers were up," and therefore it was resolved to make the engagement short, sharp, and decisive. There was no use in prolonging the conflict which had raged for three years. The first reading of the Bill for the continuance of the grant was moved by Mr. Gwynne, but without waiting for the second reading it was met by an amendment that it be read that day six months, which was carried by thirteen votes to ten.

An extension as well as an effect of representative institutions took place in the Act which resuscitated the Corporation of the City of Adelaide, which had been in abeyance for several years. The new life of the municipality dates from June 1, 1852. On November 25 of the same year an Act was passed "to appoint District Councils, and to define the powers thereof." This measure gave to the various districts power to tax themselves for the maintenance and management of their own roads, bridges, and public buildings, to grant licences of various kinds, and accordingly established the principle of self-government in local affairs over a very wide area.

THE BULLION ACT.

The Californian gold discoveries in 1849 attracted a few hundreds of people from South Australia, mostly restless spirits, whose departure was no great loss, but a veritable exodus to the "diggings" of New South Wales and Victoria took place within the next three years. During the currency of the strong excitement tens of thousands left the colony, for the most part able-bodied men, whose absence paralyzed industries of all kinds. Though the great majority consisted of manual labourers, all classes were affected. Merchants, clerks, shop-assistants, civil servants, policemen were in some cases drawn, either by the love of adventure or the attraction of gold, and in others because the stagnation of business left them nothing else to do. Mines were shut down, farms left uncultivated, shops closed, and offices deserted. Ministers of religion had to follow their flocks. Adelaide became an almost deserted village, country towns were

in even worse plight, and there was stagnation everywhere.

As a rule it was the bread-winner of the household who went alone in the first instance to try his fortune, and where there were wives and families left behind their circumstances were often difficult. As many as sixty "grass-widows" at one time had to be supported by the Destitute Board, despite its published notice that such cases could not be admitted to the asylum. The term of actual impoverishment was happily of comparatively brief duration, for remittances from the gold-fields soon began to come in, and they steadily increased in volume. Returning diggers, whose pockets were bulging with money, were very free in their expenditure, but the financial embarrassment of the community was not to be relieved, even by their extravagance. The depletion of coinage involved banks and other financial institutions in difficulties of which it was not easy to see the way out.

The problem was solved by the adoption of two measures—the passing of what became popularly known as the Bullion Act, and the establishment of means for the transmission of gold direct to Adelaide from the principal Victorian auriferous centre at the time.

It is somewhat remarkable that Sir Henry Young, who was usually quick to perceive the force of public opinion, and alert to give it effect, showed marked reluc-

tance when appealed to in the first instance. Memorials were presented to him, urging that the gold which was being brought into the colony should be assayed, and converted into a legal tender, to which he replied by a long and laboured argument, intended to show that the proposal was unconstitutional, impracticable, and inadequate. The situation, however, became increasingly urgent. Further appeals were made to His Excellency,

the movement being headed by Mr. George Tinline, manager of the Bank of South Australia, and eventually the Legislative Council was summoned for a special session to deal with the matter.

The "Assay and Bullion Act" provided for the establishment of an assay office to ascertain the weight and fineness of gold, and authorized the banks to issue notes in exchange for the bullion they acquired, such notes, and assayed gold when stamped to be legal tender. In introducing the measure the Governor took occasion to say that, while his views were unaltered, he regarded the proposals as "safe and innocuous." The Bill

was passed through all its stages in the same day, and within a fortnight the assay office was opened, gold to the extent of £10,000 being deposited on the first day.

There was some excuse for the Governor's hesitation, inasmuch as in permitting the enactment he assumed an enormous responsibility, and risked his recall. The Act, as Mr. Forster says, "subverted the currency



Photo by H. Krischoek.

C. E. Stamp, Artist.

LONG GULLY, NATIONAL PARK, BELAIR.

laws of the Empire, and was clearly repugnant to Imperial Statutes." Nevertheless it was clearly the right thing to do in the emergency, and fortunately the Home Government took a sensible view of the circumstances. When the Queen's assent to the Bill was notified, the Government received commendation instead of a reprimand, being informed that Her Majesty's advisers chose "not to interfere with the discretion of the local authorities, who have exercised so much ability in their mode of dealing with this subject."

The Bullion Act provided one part of the machinery by which the colony was saved from ruin, and plucked the flower of safety out of the nettle danger, and it was rendered effective by the establishment of the gold escort. Gold was being brought by returning diggers and the sea route, but there were hundreds of South Australians on the diggings who had small parcels they were glad to transmit. The work of organization was entrusted to Mr. Commissioner Tolmer, who carried it through with conspicuous resourcefulness and ability. The undertaking was highly adventurous, for it involved conveying consignments of gold running up to nearly £200,000 in value for hundreds of miles through unoccupied country, swimming rivers, traversing bogs and sandhills, with risks and perils innumerable. With a strong staff of troopers, however, Mr. Tolmer carried out the enterprise in a most admirable manner. The first escort brought a quarter of a ton of gold, sent by three hundred diggers, and did the journey in eight days. A monthly service was established, and on subsequent occasions the quantity was very largely increased. As a mail was brought by the same conveyance, its arrival in Adelaide was naturally signalized by much demonstration. One reason for sending gold dust or nuggets to Adelaide was the higher value obtained there, the standard price being £3 12s. per oz., instead of fifty or sixty shillings, which was all that could be obtained on the fields. The escort was continued until December, 1853, when the necessity for it no longer existed, and it was reckoned that £2,000,000 worth of gold was brought into South Australia by this channel alone.

A WAVE OF PROSPERITY.

There was naturally great anxiety to discover a counter-attraction to the Victorian diggings, and liberal offers were made to encourage prospectors; but although no South Australian Forest Creek or Mount Alexander was ever found, wealth poured in upon the colony from various sources. Independently of the large amount of the yellow metal that found its way into various departments of trade and industry, production of all kinds was greatly stimulated. The majority of the diggers, whether successful or otherwise, returned to their homes and avocations. Many of them invested their earnings in lands, and there was in consequence rapid expansion in agricultural settlement. At the same time pastoral interests re-

ceived a powerful impetus by the enhanced prices of stock.

The enormous influx of population in the sister colony created a strong demand for the necessities of life. A splendid market for foodstuffs of all kinds was opened, as it were, next door. The land laws of Victoria did not encourage settlement there, and attention was largely concentrated on gold-mining and its associated employments. Hence South Australian farms, dairies, and pastures, which had been already put in working order, immediately found an outlet for their produce at greatly advanced rates. The demand, indeed, was so great that in 1853 the prices of commodities rose on an average no less than a hundred and fifty per cent., and it can easily be understood that producers reaped a golden harvest.

The upward movement was permanent as well as rapid. In 1851 the population was 66,538, but five years afterwards it was 104,708. In the former year the imports were £690,777 in value, and the exports £602,087, but in 1856 they had risen to £1,366,529 and £1,665,740 respectively. That is to say, that the population had increased by nearly two-thirds, the import trade more than doubled, and the exports increased by a hundred and fifty per cent.

RIVER AND RAILWAYS.

Governor Young's administration was distinguished by the initiation of navigation on "the Australian Nile." When opening the session of 1850 Sir Henry drew attention to the obstacle interposed by the bar at the Murray-mouth, and suggested the construction of a railway from Goolwa to Port Elliot. A few weeks afterwards a resolution was carried in the Council, on the motion of Captain Bagot, offering a bonus of £2,000 each to the first and second steamers of not less than forty horse-power which should successfully navigate the river from Goolwa to the Darling junction. In September of the same year the Governor, Lady Young, and a party successfully accomplished a boat voyage to and from the same point; and shortly afterwards Captain Cadell, in a canvas boat, which had been carried up from Melbourne on a packhorse, descended the stream to Lake Victoria, having accomplished an extraordinary journey of thirteen hundred miles, and settled the navigability of the river by steamers of shallow draught.

An outburst of enthusiasm was kindled by this exploit. The Murray Steam Navigation Company was formed, and in the year 1853 a steamer named the "Lady Augusta," after Lady Young, was placed on the river. No one was more enthusiastic than the Governor himself. He went with a vice-regal party on the first voyage of the steamer, and at Swan Hill, thirteen hundred miles from the sea, addressed a glowing despatch to the Secretary of State for the Colonies. In this document he referred to the proposed tramway between

Goolwa and Port Elliot, describing the harbour as supplied with moorings for large ships, and suitable for the entrepot of Murray trade.

Great things were to be done. The land on both banks for a depth of two miles was to be proclaimed a settlement, and places selected for future villages. The contagion spread. The Governor was banqueted on his return, having completed what was called an unparalleled triumph. The bonus was, of course, paid to Captain Cadell, and a gold medal struck. The tramway was built in due course, and this was the inauguration of rail communication in Australia. The weakest place in the whole scheme was the harbour, which was shallow, dangerous, and liable to be silted up. About £20,000 was spent in the construction of a breakwater, but for all the good it did the money might almost as well have been emptied into the sea. At first shipping was attracted by the prospect of freight, and a good deal of wool and other produce came down the river for transhipment at Goolwa; but Port Elliot soon acquired the reputation of a life-trap, and was shunned accordingly. The sanguine dreams of Sir Henry were never materialized, and from that time to this the River Murray navigation, though apparently feasible, has been attended with as much disappointment as success.

A joint-stock Company was formed in London as early as 1848 to construct a railway between Adelaide and the Port, a Managing Director came out in the following year to obtain legislative sanction, and an Ordinance was passed by the Council in 1850; but the agent of the Company demurred to some of its provisions, and even when they were modified and a guarantee of 5 per cent. on the cost of construction for ten years was offered, they were considered so harsh that the project was abandoned. Further legislation took place in 1851 and 1852; but the exodus to Victoria had dislocated everything, and it was not until 1853 that operations were actively begun, the estimated cost having been gradually increased in the meantime from £45,000 to £150,000, which in the end proved insufficient, though the line was only $6\frac{1}{2}$ miles long. A worse time for undertaking such a work could hardly have been chosen, for a labourer's wage was £1 per day, and the hire of a two-horse dray and driver £12 per week.

IMMIGRATION.

Although Governor Young's expectation that "large numbers of British emigrants, whether intending to settle in Victoria, New South Wales, or South Australia, were likely to be attracted to the vast basin of the Murray when its navigability by steamers became known" was not fulfilled, there was a considerable increase of population during his term. The arrangement of the monthly dispatch of an emigrant ship from England, if not carried out with perfect regularity, brought a fairly steady stream. Besides those who were assisted or free, there were many others; and it is recorded that in one week at the end of 1848 no less than 1,131 persons arrived, of whom 600 paid full passage.

Domestic servants were exceedingly scarce, and this was one reason why the proposal was received with favour to receive "certain classes of orphans of both sexes in Ireland, between the ages of fourteen and eighteen." The colonists did not anticipate the extent to which this project would be acted upon, nor did they desire that the emigrants should be only Irish; but they appointed a committee for the protection and guardianship of the orphans, including the Anglican and Roman Catholic Bishops and representatives of the other religious bodies. The first consignment of Irish orphan girls was received in June, 1849. They were comfortably housed, and advised as to their future by a committee of ladies.

One result of the large influx of population was a temporary congestion of the labour market. Employment became scarce, and to assist immigrants who were out of work the Colonial Labour Office was opened, supported by subscriptions, as no fees were charged for effecting engagement. So many unsuitable persons were sent out, that it became necessary to find relief for the destitute poor. The situation, however, righted itself when the influence of the gold discoveries was felt.

When Sir Henry Young left South Australia in December, 1854, the population had risen to nearly 100,000. Great progress had been made in every direction, the land debt of £85,000 had been extinguished, and there was general prosperity. During the next six months the Government was ably administered by Mr. B. T. Finniss; but no event of any special importance transpired.

GOVERNOR MACDONNELL.

Sir Richard Graves MacDonnell, a son of the Rev. Dr. MacDonnell, Provost of Trinity College, Dublin, was born in 1815, entered Trinity College in 1830, took his degree of M.A. in 1839 and Doctor of Laws by special honorary degree in 1844. He was called to the English Bar in 1841, but two years later accepted the office, then created, of Chief Justice of the British possessions at the Gambia, where he not only rendered useful service in consolidating the laws, but undertook adventurous

journeys into the interior of Africa. He twice visited North America, travelling extensively in Canada and the United States. In 1847 he returned to England, and intended to practise his profession, but, being offered the Governorship of the Gambia settlements, undertook that office for three years, during which time he largely extended the range of British commerce, and narrowly escaped assassination by a native king. He was gazetted Governor of St. Lucia in 1852, was afterwards removed

to St. Vincent, knighted in 1855, and reached South Australia in June of that year.

From this summary it is evident that Governor MacDonnell, by his legal training and colonial experience, was exceptionally fitted for the kind of work that awaited him. His term proved to be one of the most interesting and important periods in the history of the colony. Political reform, material advance, territorial expansion, ecclesiastical questions, a revolution in the mode of land transfer, improved inter-communication were all to be dealt with in the near future.

Sir Richard was in the prime of life, had a commanding presence and a genial manner, possessed much ability and great energy, and withal displayed tact and judgment on several critical occasions. He maintained throughout the high standard of official capacity which Sir Henry Young had set up, and was popular with all classes. He seemed at first, perhaps, to think it his duty to advise his Ministers, instead of to be advised by them, but he soon adapted himself to the actual conditions. His term of office covered a period of six years and a half, and for a condensed summary of what was accomplished during that time scarcely anything could be more complete than the review which he incorporated in his farewell address to the Parliament.

He said: "When I landed here in June, 1855, there was not a mile of railway opened in the colony; now there are fifty-seven miles in use, over which annually rolls a traffic of more than 150,000 tons and 320,000 passengers. Your coasts have been lit with three additional first-class lights, and three additional harbours have come into extensive use. Your population has grown from 86,000 to nearly 130,000, while exports of colonial produce have risen from less than £631,000 in 1855 to £1,808,000 for the year ending 30th of June last. When I landed there were scarcely 60 miles of made road in the colony, whereas now, independent of those in the city, there are over two hundred miles; and instead of 160,000 acres in cultivation, there cannot now be less than 460,000—a number greater in proportion to the population than obtains in any other portion of Her Majesty's dominions, or, indeed, in any part of the world with which I am acquainted. It is, moreover, since 1855 that the first telegraph post was erected in the colony, and yet you already possess 600 miles of telegraphic communication, and nearly 1,000 miles of wire, together with twenty-six stations. It is also since 1855 that the explorations of Mr. Stuart and others have added so much to our geographical knowledge, filling up the large blank spaces which had so long defaced the map of South Australia, and usefully opening the country to further settlement. Above all, it is since my arrival here that the great experiment has been tried of entrusting the general mass of the people, through their immediate representatives, with power to control completely the taxation and expenditure of the country and direct its general legislation."

Some of the particulars included in this summary demand treatment somewhat in detail. Such are: The establishment of responsible government—with which may be connected the adoption of the Real Property Act—the improvement in inter-communication and territorial expansion. Besides these there were other public movements that materially influenced the development of national life, and events worthy of a permanent place in the annals of the colony.

Among the latter was the commencement of an agitation to check the stream of immigration. There were large numbers, in the working classes, who were out of employment, and it was urged that this condition made a continuance of free immigration eminently undesirable. At the same time, it was urged that employment was scarce because the rate of wages was too high for the profitable investment of capital, and so a check was imposed on enterprise. Meetings were held, at which the situation was discussed from various sides. It was alleged that "the widespread destitution is attributable to absenteeism, and to the drainage of money from the colony for immigration." The vote of £2,000 for the introduction of free immigrants was described as "the outcome of a policy wanting in humanity, insulting to the understanding of the meanest capacity, likely to compromise the present peace and order of the community, and opposed to the future prosperity of the colony."

Memorials were presented to the Governor, to which he replied with his characteristic good sense. While acknowledging that the introduction of labour without capital might prove injurious, he pointed out that the way for the country to grow was by the increase of people who would cultivate its soil and develop its resources. To meet the needs of the workless, the Government established a labour test, but the men complained that the remuneration was fixed at too low a rate, whereupon Sir Richard, in an earnest appeal, deprecated the tendency to rely on what was only designed for a temporary expedient. Out of the agitation grew organizations such as the Working Men's Association and the Political Association, which wielded great influence later on.

One of the most noteworthy of several "war scares" occurred in 1859, when news arrived that war had broken out in Europe, in which Austria, Sardinia, and France were concerned, and there was a possibility that other nations would become involved. A Volunteer Force Bill and a Militia Bill were promptly passed through the Legislature; the Government proceeded to enrol the militia, but it was understood that if two thousand volunteers offered themselves the militia would not be called upon unless absolutely necessary. The volunteer movement immediately acquired considerable popularity. In a few months sixteen companies were formed, six hundred volunteers enrolled, butts erected, and drill and practice became the order of the day, instead of cricket and football.

It was during the same year that the colony endured a week-long agony by the wreck of the "Admella." This fine steamer, with a large number of well-known colonists on board, went ashore not far from Cape Northumberland. The locality was so far distant from both Adelaide and Portland, the sea was so rough, and the coast so rocky, that effective means for rescuing the survivors were delayed. They could be seen and heard from the shore, and even counted, as they clung to the shattered wreck. From Mount Gambier, the nearest telegraph station, frequent reports were sent to Adelaide. Each effort and its failure were described in terse

drina, was inaugurated, with the Rev. Taplin as its devoted superintendent. Yet in 1861 two natives were hanged at Port Lincoln for the murder of a white woman, and two at Fowler's Bay for the murder of a white man. A still more shocking tragedy was enacted a few miles north-east from Kapunda, where three members of the Rainberd family—a mother and two children—were butchered under circumstances of the most shocking brutality. Four natives were executed for this outrage. It appeared that they had been maddened by drink. One result was that a meeting of Justices of the Peace was held, and a determination came to that



Photo supplied by Alfred Day.

MOUNT BARKER JUNCTION RAILWAY STATION.

bulletins, and the distressed anxiety that prevailed grew daily more intense from Monday to Saturday, when the news came that twenty had been saved out of a total of about one hundred, including passengers and crew.

Care for the welfare of the aborigines never ceased from the foundation of the colony, but the difficulty of effecting their permanent reclamation was never overcome. As early as 1850 the Poonindie Institution was established a few miles from Port Lincoln, and for a time seemed to prosper. In 1858 the Aborigines' Friends' Association was formed, under the auspices of which the Point MacLeay Mission, on Lake Alexan-

no licence should in future ever be granted to any person who supplied liquor to the aborigines.

Mr. J. W. Bull says that once, when with Professor Menge, gazing across the Gulf to where the loom of Yorke Peninsula showed up against the horizon, the Professor said some day great copper mines would be found there. The Flinders Range was highly cupriferous, at that point it had been worn down, and the copper deposits lay near the surface. This remarkable prediction received its fulfilment when the Wallaroo and Moonta mines began to yield up their riches in the early sixties, and contributed largely to the highly-

prosperous conditions referred to by the Governor in his valedictory speech.

Sir Richard MacDonnell retained his popularity throughout. On leaving, he received addresses from both Houses of Parliament, as well as from representative bodies of the citizens, and was parted from with every demonstration of respect. He was subsequently appointed to the Governorship of Nova Scotia. He afterwards occupied the same position at Hong Kong, and retired from service on a pension in 1872.

RESPONSIBLE GOVERNMENT.

To the student of Constitutional reform the proceedings in South Australia must always be of intense interest, but space is only available for a brief and connected summary of them. The earnest discussion during Governor Young's term of office brought forth fruit in August, 1855, when despatches were received from England intimating that through misunderstandings the Bill previously sent Home did not express the views of the majority of the colonists, and suggesting a dissolution of the Council, and appeal to the country.

This recommendation was forthwith acted upon, and the political excitement ran so high that in some places the elections were scenes of tumultuous riot. The initiative of legislation was still with the Governor and his advisers, who formulated a measure for a single Chamber, and with other unpopular features. It was not pressed unduly, but utterance was given to a hope that the new Council, when elected, would devise a Constitution suited to the ideas of the community.

When the time came to bring the subject before the Legislature, the Governor showed in a very striking manner the skill and tact by which he was distinguished. He avowed his preference for a single Chamber as best during the earlier history of the colony. At the same time he felt that, whatever inconveniences might arise from a double Chamber, it was better and wiser to endure them, if supported by public opinion and sympathy, than to strive for the most ideal form of government in opposition to the feelings of the community.

The same judicious and conciliatory tone and method were adopted when the Bill was introduced. Its provisions were unpopular, but to prevent a deadlock it was proposed that the second reading should be merely formal, so as to allow of full discussion and alteration of any of the clauses in Committee. Mr. Hodder's *précis* of the Bill, as altered and amended in Committee, is as follows:—"It provided for two Chambers, both elective—one of eighteen members, to be elected by the whole colony as one constituency; the other of thirty-six members, to be chosen by a certain number of districts equally arranged, and divided on the basis of population. In the Legislative Council, or Upper House, six members were to retire every four years, and

for the House of Assembly the elections were to be triennial. The qualification of voters for the former was to be a freehold of £50 clear value, a leasehold of £10 per annum, with three years to run, a right-of-purchase or a tenancy of the value of £25. For the latter, manhood suffrage, with six months' registration, was all that was required. All voting to be by ballot. Responsible government was to be secured by requiring Ministers to be elected by the constituencies, and, when elected, only to sit and vote in their own Chamber. All money bills to originate in the House of Assembly. All official appointments and dismissals to be in the power of the Ministry, and no Governor's warrant for the payment of money to be valid unless countersigned by the Chief Secretary." The Bill had to pass through a severe ordeal, but, as altered and amended, its third reading took place on January 2, 1856.

In his prorogation address at the close of the session His Excellency said he had recommended that the Bill should receive the Royal assent, and that, in preference to returning it for further amendment, an Imperial Act should be passed ratifying the measure so far as was expedient. On October 24, 1856, he received despatches stating that the Constitution had been assented to without alteration, and the same day it was proclaimed, together with the appointment of the new Ministry. At the same time the new Waste Lands Act came into operation, transferring to the Colonial Legislature the absolute control of the Land Fund, and of the whole of the unappropriated territory, together with the power to use the proceeds of land sales in any way that was deemed advisable. From that moment the leading-strings were dropped. The colony was entrusted with the full management of its own affairs, and all that remained was to set the new legislative and executive machinery in operation.

The elections took place on March 9, 1857, the day being declared a public holiday. There were twenty-seven candidates for the eighteen seats in the Legislative Council, and sixty-two candidates for the thirty-six seats in the House of Assembly, nine of whom were unopposed. For the House of Assembly the colony was divided into seventeen "districts," which returned from one to six representatives, according to their population, but for the Council the colony was regarded as a single constituency, with "divisions" for the purpose of facilitating the elections.

Though there was intense interest in the results, both nomination-day and polling-day passed off with exemplary quietness and good order. The Electoral Act and the arrangements for carrying it out were well planned and executed. There were no noisy, riot-provoking demonstrations. Speeches by candidates after the issue of the writs were vetoed. The hustings were abolished. The Returning Officer read the nominations and made the necessary announcements. The polling at

the several polling-places was arranged in a business-like fashion. As there was no report of progress till the close of the day, there was nothing to attract a crowd, or to inflame partisanship, and the entire operation worked smoothly and well. A few modifications have been introduced since that time to make the methods more perfect, but the electoral system then introduced has set an example, and furnished a model for admiration and copying far and near.



Photo by H. Krischock.

C. E. Stump, Artist.

AVENUE IN BOTANIC PARK.

The new Parliament met on April 22. The Hon. J. H. Fisher was elected President of the Legislative Council, and Mr. G. S. Kingston Speaker of the House of Assembly. The first Ministry, which had been appointed in the previous October, was as follows:—Premier and Chief Secretary, Boyle T. Finnis; Attorney-General, Richard D. Hanson; Treasurer, Robert R. Torrens; Commissioner of Crown Lands and Immigra-

tion, Charles Bonney; Commissioner of Public Works, Arthur H. Freeling. Colonel Freeling, who was also Surveyor-General, had his seat in the Council.

The colonists took themselves and their political privileges quite seriously, but in some quarters the spectacle of a population numbering about 109,000 taking to itself the forms and dignities of a great nation seemed a trifle absurd. Mr. Hodder rather paradoxically describes the inauguration of the Parliament as "really amusing, but at the same time very splendid." He quotes the somewhat sarcastic comment of the *London Times*: "That it is rather an odd position for a new community of rising tradesmen, farmers, cattle-breeders, builders, mechanics, with a sprinkling of doctors and attorneys, to find that it is suddenly called upon to find Prime Ministers, Cabinets, a Ministerial side, an Opposition side, and all the apparatus of parliamentary government—to awake one fine morning, and discover that this is no longer a colony but a nation, saddled with all the rules and traditions of the political life of the mother country."

While the criticism may be just that Australia, in all its parts, was, and is, over-governed, that its legislative and executive machinery is needlessly cumbersome and costly, it is fair to take into account its extent of territory, and the diversity and magnitude of its interests, as well as the numbers of its people. And it is also clear that the country has developed a capacity of self-government, maintained a degree of respect for law and order, and achieved so much success in all that contributes to highly-organized and prosperous national life as to justify the confidence of its earlier years, in which self-confidence South Australia undoubtedly shared. Tested by results, the establishing of responsible government has been a success. The emergence from a condition of tutelage and a subordinate relation has been followed, not by diminished, but by increased attachment and loyalty to the British Crown.

One of the earliest difficulties to be overcome in the working of responsible government was the adjustment of the relations between the two Houses of Parliament. Conflicts between the Chambers have been innumerable, but only a rash or prejudiced observer would venture to say that one of them has been invariably right and the other invariably wrong. There have been times when the Council has provoked wide and deep exasperation by obstructing action resolved upon by the popular Chamber, and others when the check it has imposed has prompted the colonial equivalent of "Thank God for a House of Lords!"

The first dispute occurred over the right of the Legislative Council to amend a money Bill sent up to it from the Assembly. The Constitution specified that such Bills must "originate" in the Lower House, but it was contended that this did not preclude modifications in the Council, and a kind of deadlock was the result,

The difficulty was eventually met by a compromise. The right of the Council to suggest amendments for consideration was conceded, and thus a *modus vivendi* was found. To this day, however, it is a moot question whether or not the nominee principle would have been better than the elective for the Second Chamber, because its representative basis, though limited, confers an authority which sometimes causes friction in its exercise.

Another special feature of the new Parliament was the frequent changes of Ministry which it witnessed. The first Cabinet, which consisted principally of the executive members of the old Council, held office for four months, the next for 29 days, and the third for 11 days only. A strong Ministry was then formed by Mr. R. D. Hanson; but in the first and second Parliaments, covering a period of six years, there were no less than eight changes in the administration.

THE REAL PROPERTY ACT.

Despite all drawbacks, however, whether resulting from the novel situation or any other cause, valuable legislative work was performed. The first session of the first South Australian Parliament under responsible government, will, indeed, be for ever memorable by reason of the Act which it passed for the transfer of real property, on the initiative of Mr. R. R. Torrens. It is doubtful if any measure ever passed in a colonial Legislature excited such widely-extended interest or produced so much effect upon legislation elsewhere. It reformed and simplified the procedure for transferring landed property, at the same time giving greater security of title. That the youngest then-existing Legislature in the British Empire should have introduced such an innovation, which revolutionized time-honoured practices, and commended itself, on its merits, in other lands, is a testimony to the originality and courage of its members, as well as of the author of the Bill.

Mr. Torrens was a native of Cork, Ireland, where he was born in 1814. He received his education at Trinity College, where he gained his M.A. degree. He became familiar with the laws of shipping while he was Collector of Customs at Port Adelaide, to which office he was appointed in 1841. As such he was a member of the Executive in the first Legislative Council. He was one of the representatives for the City of Adelaide in the first House of Assembly, and Treasurer in the Finnis Ministry. During the Ministerial changes of the year he became Premier and Chief Secretary for about a month, when he was in his turn defeated. After his famous measure had become law he resigned his seat in order to carry out its provisions, and afterwards visited other colonies which were anxious for his advice and help in bringing a similar law into operation, and was enthusiastically welcomed. He returned to England in 1863, received the honour of knighthood, and was elect-

ed to the House of Commons as member for Cambridge.

"The first great principle of this Act," writes Mr. Harcus, "is the transferring of real property by registration of title instead of by deeds; the second is absolute indefeasibility of title. The system is very simple and very inexpensive. The certificate of title is registered at the Lands Titles Office, the owner obtaining a duplicate certificate. All transactions affecting the land appear on the face of the certificate, so that at a glance it may be seen whether the property is encumbered, or any charges are made upon it. If an owner wishes to mortgage his land, he takes his certificate to the office and has the transaction marked upon it. If he wants to sell he passes the certificate over to the purchaser, and the transaction is registered. Any man of ordinary intelligence can do all that is necessary for himself when once his property is brought under the Act."

The new process, of course, swept away, or greatly reduced in importance, the business of conveyancing, and those who were engaged in it could not be expected to submit to a serious loss of occupation without a struggle. Moreover, its methods and leading principles were certainly foreign to those of British law, and it is easily conceivable that some minds might be so constituted as to regard what was foreign as antagonistic.

Trouble speedily occurred on both of these lines. Litigation occurred relating to breeches of contract on the part of purchasers of land, which raised the question of the legal validity of the Act. Lawyers, as a body, were not disposed to be friendly to an Act that had been drafted by a layman, that invaded their profession and set aside proceedings in which they had been trained. Fourteen of them sent a petition to the Duke of Newcastle, asking that the opinion of the law officers of the Crown might be obtained before the Act was assented to by Her Majesty. Several of them, writing to the Attorney-General, expressed the view that the Act was repugnant to British law, and offered to draw up a fresh Bill. The decision of the Judges in the cases above referred to was adverse to the Act, and when it was determined to carry the case to the Court of Appeal, Mr. Justice Boothby made the extraordinary discovery that in the new Constitution Act no provision was made for such a tribunal! This action of Judge Boothby was the commencement of one of the most painful episodes that have ever taken place in South Australian history. His Honor was, no doubt, perfectly conscientious, but he was certainly ill-advised. He not only expressed doubts as to the validity of certain Acts passed by the colonial Legislature, but in the Supreme Court decided absolutely against the Real Property and other Acts as "oppgnant" to the law of England. The conflict between the Legislature and the Judiciary of a self-governing country could only have one issue. There were long debates, both inside and outside Parliament, in public meetings, and through the medium of the Press, before

action was taken. The Home Government was appealed to, but declined to act on *ex parte* statements. Charges were formulated, and an enquiry entered into, but there was no tribunal before which the Judge could, or would, appear to defend himself. Eventually the Parliament took the responsibility of "amoving" Judge Boothby from the Bench, and not long afterwards the controversy was terminated by his death.

There were, of course, flaws and imperfections in the original measure, but none that affected its vital principles. Amending Acts and improvements in machinery were necessary, and accomplished their purpose. A fund had been established to provide compensation for rightful proprietors whose land had been brought under the Act by others, but it was found almost unnecessary, for when it had reached £30,000 only £300 had been required to meet such demands. The Act was specially adapted to meet the needs of a country where land was a common possession of the many, and sales were of frequent occurrence. It has satisfactorily accomplished

The manager once complained that he had to set fourteen men to fill a cart! This was the first length of railway to be opened on the Continent of Australia.

Extension northward almost immediately followed railway connection with the Port, but not with very great rapidity. The iron horse reached Salisbury in 1856, Smithfield by June, 1857, and Gawler by the end of that year. There was then a kind of halt, it being considered that the limit of the agricultural region had been reached, but in 1860 there was a continuation of the Gawler line to Kapunda, the line to the latter town being opened in August of that year. Other schemes were in the air, and the Governor strongly advocated connecting the city with the River Murray by rail, but for that project the time was not ripe, and the proposal was coldly received.

Meanwhile, the electric telegraph had come into operation, and under the energetic supervision of Mr. (now Sir) Charles Todd was being pushed in several directions. A beginning was made between the City



Photo by H. Krischock.

PANORAMIC VIEW OF ADELAIDE, LOOKING SOUTH FROM G.P.O.

both of its great objects, and has passed out of the sphere of controversy into that of general approval.

INTERCOMMUNICATION.

Reference has already been made to the commencement of railway construction by two short lines, between Goolwa and Port Elliot, and the City and Port Adelaide respectively. The former was more properly a tramway, and was worked by horse-traction. It was opened in May, 1854. The Adelaide and Port Adelaide line, $7\frac{1}{2}$ miles long, was opened for traffic on April 21, 1856. It had cost £200,000 to construct, or £25,000 a mile, though the country is nearly a dead level, and there was only one bridge to be built. The explanation of this enormous outlay is partly the want of experience, and partly the condition of the labour market. At times the cost of labour was almost prohibitive, and at others the railway was resorted to as a kind of relief works.

and the Port, and, financially, it was at the commencement an amusingly small concern. The office at the Port—a wooden structure of one room—was opened on February 18, 1856. The first day's receipts were 5s. 3d., the second 2s. 6d., the third 1s. 9d., and the fourth 1s. 3d. Neither the totals nor the growth of business can be regarded as warranting enthusiasm. Reporting this, Mr. Todd wrote: "It should, however, be stated that a rival line, erected by Mr. James MacGeorge, had been opened between Adelaide and the Port immediately prior to the completion of the Government telegraph, and this secured, for a time, a large amount of public patronage. We ultimately purchased this line from Messrs. Elder, Smith & Co. for £80, and pulled it down."

The wires were stretched as far as Gawler in 1857, and in the Estimates for the same year the necessary provision was made for the South Australian section of a telegraph line to Melbourne. The route for this line was personally selected by Sir Charles Todd, who, hav-

ing visited Melbourne to complete the negotiations, returned overland for that purpose. The cost of the section was £19,403, being £600 under Sir Charles's estimate. By this line Mount Gambier and the South-East were served. Kapunda was reached in 1859; Koorunga and intermediate places in 1860; Mount Barker, Strathalbyn, and Nairne in the same year; and Kadina in 1862.

The activity displayed in these departments of public works was typical of that which prevailed throughout the entire community. There was great agricultural expansion, the result being shown in the export of breadstuffs in 1856 to the value of £528,320. The discovery of rich copper deposits on Yorke Peninsula confirmed in a remarkable degree the prediction of Professor Menge, uttered many years before, and, besides pouring a broad stream of wealth into the public exchequer, established new and important centres of population in what was previously an unoccupied wilderness.

TERRITORIAL EXPANSION.

In the early sixties two extensive additions were made to the territory of South Australia. By an Imperial Act of 1861 the strip between the western boundary of the province, as originally defined, and Western Australia was added. Thus, as by a stroke of the pen, the colonists were put in possession of 80,000 square miles of country, an area equal to that of Victoria, and three times as large as Tasmania. A further and much greater addition was made about two years later, when the Northern Territory was annexed, a region covering over half-a-million square miles, and extending South Australia to the northern seaboard of the continent.

Apart from these acquisitions, but in a large measure their cause, a rapid increase took place in the knowledge of the country by a series of explorations. Governor MacDonnell's term of office was distinguished, among other things, by the number of exploring parties that were sent out, and the important results that followed their enterprise. The Governor himself, with Lady MacDonnell, went on an expedition up the Murray in 1856, and though this could hardly be called exploration, and was rather a tour of inspection, it added no little to the general knowledge of the interior. This was only one of several journeys he undertook, one of them being up the Darling, 600 miles by water from the junction; and in giving an account of the trip he remarked that he had in twenty-five days steamed on Australian rivers nearly 2,400 miles, and ridden nearly 200 more. An excursion of a more serious character was northward as far as a range which he named the Denison, in honour of the Governor-General. The object was to personally see the discoveries reported by Sturt, Babbage, and Warburton, and its execution occupied three months. During that period Sir Richard rode on horseback about 1,800 miles. Though things were made as

pleasant for him as practicable, he had to endure a fair amount of exposure to heat and thirst, and his companions reported him to be an excellent bushman.

With a Governor who was not only sympathetic, but ardent in the work of exploration, it was only natural for progress to be made, but there were other stimulating influences at work. The Parliament, recognizing the probable importance of anticipated discoveries, was not backward in providing funds to fit out private parties, and in offering rewards for success. Thus, in 1857, it voted £2,000 for the exploration of the north-western interior, and in the previous year £1,000 to aid in the search for gold; it also offered £2,000 as a reward to the first explorer who should cross the continent, and expended many other sums of money.

Pastoral settlement was extending, and there were strong incentives to seekers of good country for sheep and cattle runs which induced station proprietors to fit out expeditions in different directions, concerning some of which no record has been preserved. So much had been done by South Australia and other States, that Victoria was impelled to enter the field, and in 1860 equipped the Burke and Wills expedition, to cross the continent, which was made a national event, and started something like a race for the coveted goal. A brief summary of the exploratory work which distinguished this period will sufficiently indicate how largely it prepared the way for extensive occupation, and justified territorial expansion.

In 1856 Mr. B. H. Babbage, the Government Geologist, organized a northerly expedition to search for gold. Mr. Babbage's scientific knowledge was superior to his bushcraft. He conducted three expeditions in all, made some useful discoveries, but seemed reluctant to plunge boldly into the interior, and eventually he was superseded by Major Warburton. In the course of his last journey he came across the remains of another explorer, whose record and fate are typical of much that is unrecorded. Messrs. Coulthard, Brooks, and Scott had gone out to look for sheep country, and in the search for water the first-named became separated from his companions, and got lost. Mr. Babbage stumbled across his body, near which was a tin canteen with the tragic record of his perishing from thirst scratched upon it.

Mr. Stephen Hack, in 1857, was entrusted with the north-westerly expedition which started from Streaky Bay. He was an experienced bushman, and his observations included the Gawler Ranges and Lake Gairdner, but the country he explored was not in itself attractive or valuable. Among private parties in this year were those of Messrs. Thomson, Swinden, and Campbell, whose starting-point for the north was the head of Spencer's Gulf, and another in the west by Messrs. Miller and Dutton.

One expedition led to another. Thus, in 1857, Mr. G. W. Goyder, conducting a trigonometrical survey near

Blanchewater, reported the discovery of a large fresh-water lake with promising country, which produced a great impression. Three months afterwards, however, when Colonel Freeling proceeded to verify the report, he found that the lake had vanished! Mr. Goyder had been deceived by a mirage. So also, in 1858, a police party under Mr. Goharty was sent out from Streaky Bay to follow up the tracks of Messrs. Miller and Dutton.

Lake Torrens was an inscrutable mystery, and in 1858 Mr. Parry, Government surveyor, was sent out to the west of it. Eventually, however, Major Warburton, favoured by the season or the time of the year, crossed the wide expanse on horseback. The Major did much exploring work, both to the north and the west. Among other minor explorations which contributed to the quota, should be named those of Mr. Crawford, who visited the Barrier Ranges in search of gold; Mr. Selwyn, Government Geologist of Victoria, who conducted a search for auriferous indications; Mr. Tolmer, who essayed to cross the continent, but was driven back; and Mr. Stuckey, the discoverer of Lake Hope and other lakes in the same region.

During a part of this time Mr. J. McDouall Stuart, equipped by Messrs. Chambers and Finke, had been pushing his way northward. He had been a draughtsman in Captain Sturt's expedition, and was a past master in bushcraft of every kind. The first expedition which yielded important results was in 1858, and as a reward the Parliament granted him the right of free pasturage over a thousand square miles for three years on certain conditions. In 1859, accompanied by Messrs. Kekwick and Hergott, he obtained the key to solve the

problem presented by the Lake Torrens depression, by finding the artesian spring, which was named after Hergott, who was its actual discoverer. The way was thus opened between Lakes Torrens and Eyre, and in 1859 Stuart reached the northern boundary of the colony in latitude 26 deg.

On his next trip Stuart reached the centre of the continent, and pushed northwards; but want of water, scurvy, and hostile natives compelled him to return. He had, however, reached a point 1,300 miles distant from Adelaide, had mastered most of the difficulties, and ascertained the line which afforded the greatest promise of success. Accordingly, he returned to the task with indomitable courage, and eventually fulfilled a promise he had made to the Governor by washing his feet in the Indian Ocean. This feat, however, was not accomplished until some time after Governor MacDonnell had left the colony.

Meanwhile, however, the Burke and Wills expedition having broken down, Mr. J. McKinlay, who had done excellent service, was sent in the hope of providing relief. He found the grave of Gray—one of the party—visited those of Burke and Wills, and having learned of the rescue of King, the one survivor, continued northward to the Gulf of Carpentaria, and then struck eastward to Port Denison, in Queensland. His journey was conducted with remarkable skill and endurance, and he received a great ovation on his return.

Sir Richard MacDonnell was fully justified in claiming that large blank spaces in the map of Australia were filled up during his Governorship by the intrepidity of explorers, though the greatest feat of any was not quite complete.

GOVERNOR DALY.

Sir Dominick Daly was born in 1798 in the County of Galway, Ireland, and educated at Ascott College, Birmingham. At the age of twenty-four he left Ireland as Private Secretary to Sir Francis Burton, who in 1822 went out as Governor of Lower Canada. He was Secretary of Lower Canada until the Union, when he held the same position in the United Provinces, and afterwards received the appointment of Commissioner of Woods and Forests. His Canadian experience covered a period of nearly thirty years, and during that time he became intimately acquainted, not only with the routine work of colonial government, but also with the working out of responsible government. In 1851 he was appointed Lieut.-Governor of Tobago, in the West Indies, but shortly afterwards was transferred to Prince Edward's Island, and remained there until 1859, in the enjoyment of general respect. He received the honour of knighthood in 1856.

A character sketch of Sir Dominick, based upon his Canadian career, might have been written of him as he

appeared to South Australian eyes. He was "a man of high honour and integrity, of polished manners and courteous address, a good specimen of an Irish gentleman." It was added that he was possessed of judgment and prudence, tact and discretion—in short, a man to be trusted. Considering the antecedents of South Australia, it might have seemed a risky thing to appoint a Roman Catholic Governor, but he never intruded his religious views into political or administrative affairs. He identified himself with every movement calculated to promote the welfare of the colony, was accessible to all classes, and regarded as a thoroughly kindhearted and cheery old gentleman of ripe experience and excellent character. His death, which occurred in February, 1868, was universally and sincerely mourned.

Governor Daly took office under certain disadvantages. He landed at Port Adelaide on the day of Sir Richard MacDonnell's departure, so early in the morning as to disconcert all plans for his reception. He had to walk to the railway station, and his first pub-

lic appearance was at a review arranged in honour of his predecessor. The absence of any formal welcome was accidental, but the fact that he was a Roman Catholic produced in many minds a kind of doubt, which showed itself in a degree of reserve. It is, therefore, a tribute to his character and ability that sympathy akin to that elicited by a venerable parent was shown to him as he grew whiter in complexion and manifestly feebleness in body towards the end, and that 14,000 to 15,000 people witnessed his funeral in the middle of an intensely hot summer's day. The following appreciation, which appeared in the *Register*, exactly stated the situation, and expressed the general sentiments:—

"Among the finest traits of an admirable character should be placed the tact and prudence whereby he averted the threatened calamity of religious discord. Among the grounds of our regret for his untimely loss, it should not be forgotten what he suffered in the early part of his career on this point. His personal amiability and political impartiality soon lived it down, but while it existed it must have been a painful obstacle to the usefulness he had so sincerely at heart. No other person ever took office under such a serious disadvantage. None gained so steadily in public favour when he came to be known as he really was. There has been no other of whom it can be said that he left none but friends behind him. . . . Six years ago he came to us a stranger, and we received him not without prejudices and misgivings. To-day we can all say in our hearts that we wish he had been spared many years longer to rule us. In his quiet, modest fashion he had lived through much, learned much, and done a great deal more than the world gave him credit for. His career was singularly free from tinsel and dramatic effect, but all who study his biography will find in it the genuine characteristics of human worth."

Governor Daly's term of office was not marked by the same amount of initiative and enterprise as that of his predecessor, which, indeed, was not possible; but certain of the great movements then begun were brought to a completion. Among these was the successful crossing of the continent. It was on July 26, 1862, that Stuart reached the Indian Ocean, and in December of that year that he returned to the settled districts. On January 21, 1863, he received a great ovation from the citizens of Adelaide, but was a physical wreck. Afflicted with scurvy, nearly blind, and emaciated to a skeleton, it was only by the most assiduous care of his associates that he was brought back alive, and he never recovered from the effects of the terrible ordeal through which he had passed. Meanwhile, McKinlay had completed his bold dash across the continent. Both he and Burke reached the tidal waters of the Gulf of Carpentaria, but neither of them saw the ocean, and whatever admiration may be accorded to the resourceful South Australian and the daring Victorian, the honour of Stuart's transcontinental journey is not lessened thereby. Burke

and Wills perished near Cooper's Creek, and the party which was dispatched from Victoria to bring back their remains passed through Adelaide with their melancholy burden shortly before Stuart's return.

To Governor MacDonnell also was due the suggestion that as a route to the northern coasts of Australia would certainly be opened by the expeditions equipped by the South Australian Government, it would only be an act of justice to extend its territory to the outlets which would be connected with it, as the result. Strange to say, the Home Government received this proposal somewhat coldly, and at one time seemed disposed to extend the jurisdiction of Queensland over the north and north-west. This action was, of course, remonstrated against, with the result that, in September, 1863, a despatch was received from the Duke of Newcastle placing the whole of the territory under the charge of South Australia. There were many at the time who regarded the gift as analogous to that of a white elephant, and the estimate has never been entirely abandoned; but one thing is certain: it brought the transcontinental telegraph, with all its manifold advantages, in its train.

Taking the period as a whole, it was distinguished by considerable progress in several directions. In the mining industry great activity took place through the development of the Moonta and Wallaroo copper mines. A geological examination of the country for 600 miles northward from Cape Jervis was conducted by Mr. Hargreaves, in order to ascertain the probabilities of a payable gold-field being discovered. He reported that while a great extent of country was more or less auriferous, there were no indications anywhere that would justify a "rush."

The pastoral operations were continuously extending as new country suitable for pasturage was discovered, but an agitation arose—the first of many—concerning the tenure of lands leased for the purpose, and a two years' drought resulted in an extended term of occupation being agreed upon. Agriculture also had a taste of adversity in the midst of general prosperity, by the appearance of the devastating "red rust."

In the Legislature so much time was consumed over partisan warfare, and political crises were so frequent as to provoke public action, and suggestions that the number of members of Parliament should be reduced. In the municipal life of the city there was exceptional progress. The planting of a settlement in North Australia was the most difficult and important work that was done, and towards what would have been the natural close of Governor Daly's term a royal visit brought a season of festivity altogether unparalleled.

CIVIC PROGRESS.

The City of Adelaide, as Governor Daly first saw it, was exceedingly unlike the handsome city of to-day.

The squares were rough enclosures, with still rougher fences, and the most striking architectural adornments had no existence. Victoria Square was bisected from east to west by Grote and Wakefield Streets; but King William Street was divided, and the traffic had to pass round instead of through the Square. An acre, immediately south of where the Queen's Statue now stands, had been marked on one of the original plans with a cross, indicating, probably, that it was reserved for a church. Governor Robe, who had no doubt about his power to do as he liked, granted this acre to Dr. Short, the Bishop of Adelaide, for a Cathedral; and in 1861, to obtain possession, or at least test his right, the Bishop

ing cost originally about £25,000. The opening ceremony took place in June, 1865, and at that time Adelaide was able to boast of possessing the largest and finest Town Hall in the Southern Hemisphere. The tower was named in memory of the Prince Consort; and the foundation-stone of the Victoria Tower, the chief architectural feature of the General Post Office, was laid by the Duke of Edinburgh on November 1, 1867.

The bed of the River Torrens had lost all its original beauties, and except when the stream was swollen by winter rains presented a most unsightly appearance. Several suggestions for improving its appearance, and among others that of erecting a dam, were mooted; and



Photos by W. Gill.

C. E. Stamp, Artist.

brought an action against the Council for trespass. No one can blame the Bishop. He had the grant and also legal opinion that it was valid. He was in a position of trust for the Church of England, and had his duty to discharge. The Supreme Court, however, decided that the grant was *ultra vires*; that the Governor could not legally grant city land; and the Bishop did not contest the decision.

This settlement of the matter made it possible to continue King William Street straight through the city and make it the handsomest thoroughfare in Australia. The Corporation premises were at that time small and poor, but in May, 1863, the foundation-stone of the Town Hall was laid by the Governor. The build-

ing in 1866 the Parliament granted £1,000, but refused a second application for the same amount. A dam was erected at a cost of £4,122, which served to show what was possible; but heavy timber brought down by a flood in September, 1867, smote it into mere ruin.

The execution of these improvements may serve to indicate the operation of a certain measure of civic pride, which was not without good effect in various directions. For a long period after its resuscitation the City Corporation was embarrassed by difficulties of various kinds. The proceedings at its meetings were not always harmonious, and so much criticism was expended outside on the Aldermen and Councillors as to render smooth working almost impossible. Lavish expenditure

was of course objected to by the ratepayers, who had to provide the funds, and at the same time there were constant appeals for this or that defect to be remedied. Comparisons were made with the capitals of other colonies, not always to the advantage of Adelaide; and one obvious cause of trouble was the fact that, in establishing a city with all modern equipment on what was recently virgin ground, so much had to be done with limited means.

The growth, however, was encouraging in its promise, and in the thirtieth year of its history the assessment of the City was £185,494. The expenditure for the year had been £54,909, of which £34,565 had been devoted to city improvements. The bank debt had grown to £15,889, which drew attention to the City funds in the new municipal year.

THE NORTHERN TERRITORY.

As an extended account of the Northern Territory will be given in the second volume of this work, a brief statement of the means adopted during the term of Governor Daly's Administration to affect a settlement will be sufficient in this place.

It has already been stated that, in September, 1863, intelligence was received that the Home Government had placed the Territory under the charge of South Australia. In the following month Parliamentary action was taken, and the sale of land authorized. The plan adopted in the founding of South Australia, of attaching a town allotment to each country section, was adopted; but the upset price was much lower. Offices were opened in Adelaide and London simultaneously in March, 1864, for the sale of land, and a large quantity was taken up, the largest purchaser in England being the Northern Australian Land Company.

The first colonizing expedition was dispatched in April, 1864. It consisted of about forty persons, under the leadership of Mr. B. T. Finniss. The selection was believed to be a good one, as Mr. Finniss had gone through the initial difficulties of South Australia; but the site he chose for the chief town, at Escape Cliffs, was unfortunate, and a few months later intelligence was received that the party was at sixes and sevens. The outlook was so unsatisfactory that the Government was asked by land-order holders to delay the survey until the most suitable site for the capital was ascertained.

Thus months were frittered away. Mr. McKinlay was sent on an exploring expedition, which proved unsuccessful; in 1866 Mr. Finniss was recalled to Adelaide; a Commission of Enquiry was held, which reported so adversely to him that he resigned his position; and in the end of the same year tenders were invited for the survey of 300,000 acres. Eleven tenders were received, the amounts required ranging from £21,000 to £100,000; and Mr. Goyder, the Surveyor-General, to whom they were referred, recommended that

before any of them were accepted there should be further examination of the country.

Acting on this suggestion, the Government dispatched Captain Cadell with a small party. He was away close upon a year, and returned in February, 1868, bringing rather roseate descriptions. The original land-orders had stipulated that their purchasers should be put in possession of their property within five years, and that time had almost expired. To guard themselves against actions for breach of contract, and as some compensation for delay, the Parliament sanctioned an extension of time, an increase of area, and agreed to take steps for immediate survey.

This narrative has been extended beyond the limits of Governor Daly's Administration; but it may be added as a kind of postscript, that the Government sent its own Surveyor-General, Mr. G. W. Goyder, who justified his soubriquet of "Little Energy" by the manner in which he put the business through. He laid out the town of Palmerston at Port Darwin, three other towns, and surveyed a larger extent of country land than his commission required. The delay, however, had worn the gilt off the gingerbread. Some of the original purchasers demanded the return of their purchase-money, with interest. Lengthy and expensive litigation resulted, the case being ultimately carried to the Privy Council, which confirmed the decision of the lower court, and found a verdict of £33,000 against the South Australian Government with costs. The quarrelling in the earlier period was as bad as that between Captain Hindmarsh and his colleagues, the delay in effecting a settlement was more prolonged than in that instance, and the ultimate consequences were worse.

ROYALTY IN ADELAIDE.

No public event, either of Governor Daly's or any previous Administration, created so much interest or elicited such enthusiastic demonstration as the visit of Prince Alfred, the Duke of Edinburgh, which occurred in 1867. No member of the Royal family had ever visited Australia, and the occasion was deemed a most fitting opportunity for the display of attachment to the mother country and loyalty to the throne, which have always been dominant sentiments. When it became known that Adelaide would be the first city to welcome His Royal Highness, extensive preparations were set on foot to make his reception worthy of itself. Cable communication not being in existence then, the exact time of his arrival was uncertain; but at the end of October a bright look-out was kept. On the morning of October 30, however, early-risers at Glenelg were surprised to see the "Galatea" riding quietly at her anchorage in Holdfast Bay. She had steamed up the gulf during the night, unobserved by watchers afloat and ashore, and had picked up the correct position without the aid of a pilot.

During the day the news was flashed everywhere by the telegraph, and that night bonfires blazed on Mount Lofty and many other eminences far and near. Along every road and line of railway visitors from the country began to stream into the town to take part in the coming festivities. Glenelg at that time claimed to be the front door of the colony, and it was arranged for the Duke's landing to take place there, and a procession to be formed, consisting of the Royal party and various official representatives, with a military escort, the route of which was to be to, and through, the entire length of King William Street from south to north.

This programme was duly carried out. The Corporation and a special Reception Committee, by their joint efforts, succeeded in executing a scheme of decoration which was most effective, and private citizens very heartily seconded their efforts. King William Street was spanned by triumphal arches of good design, and lined with adornments throughout its extent. Balconies were erected for sightseers, and bunting was displayed everywhere. Most striking of all was the multitude of people, estimated to be not less than 35,000, which packed the spacious thoroughfares.

On reaching the City the cavalcade was met and increased by a body of 1,500 members of Friendly Societies. An address was presented by the Corporation in a silver casket. On the site of the General Post Office galleries had been erected, and were occupied by over 4,000 Sunday-school scholars, who sang the National Anthem with fine effect. From that point to Government House the crowd gathered round and followed the Royal carriage, its progress being marked by a ceaseless thunder of cheers.

The means for illumination at that time were limited, and the possible supply of gas was inadequate for all the devices which were fixed on public and private buildings to be displayed at once. Various ingenious methods were adopted. The attempt was, of course, unprecedented, and, notwithstanding its piecemeal character, was generally successful.

For nearly three weeks a kind of holiday season was continued, some celebration or other being the rule by day, and illuminations and festivities of various kinds at night. The Duke laid the foundation-stone of the Victoria Tower, and also that of the projected Methodist College. As he acceded to a request that this institution should bear his name, Prince Alfred College is, in an exceptional sense, a standing memorial of his visit. For spectacular effect a German torchlight procession, with the singing of the Liedertafel, was one of the most striking features of the programme, which included a review, ball, banquet, agricultural exhibition, sports, country excursions, etc., and was throughout a success. Despite the crowds and the excitement of the reception day it is recorded that not a single case of misbehaviour was brought before the Police Magistrate next morning.

A LENGTHY INTERREGNUM.

Owing to the sudden death of Governor Daly the administration of South Australia devolved on Lieutenant-Colonel Hamley, who was the senior officer in command of the military at that time stationed in the colony. He was sworn in as Acting-Governor, and held that position for an eventful year, all but four days. At the close of his term it was said in an appreciative review:—"The patient ingenuousness and sincerity of the man preserved him from the snares and wiles of Statecraft. The independence and dignity of the soldier supplied the place of the Colonial office reputation. In spite of all the drawbacks at the outset of his administration Colonel Hamley soon produced the impression that he desired to thoroughly understand and faithfully discharge his functions. He showed that he wished to do his duty without overdoing it. His limited political experience was not, as it might have been in the case of less sterling men, cloaked by any false dignity. He honestly accepted the position his predecessor bequeathed to him. He frankly adopted the constitutional advice which circumstances had provided for him. Genuine and unpretending, his twelve months' rule can be commended without suspicion of flattery. Nor has it been an uneventful administration. It comprised all the most important viceregal functions. It gave us a new Parliament; it brought us safely through three Ministerial crises; it opened and closed one of the most remarkable sessions in the annals of our legislation; it added to our Statute Book some vital measures; it witnessed the commencement of a recovery from severe commercial depression; it maintained, without ostentation or false pretence, a cheerful social tone in the community; it drew around its personal centre a circle of friends, which will break up in sorrow, and be long held in grateful remembrance."

The commercial depression alluded to in the above paragraph was attributed to red rust and drought; and as these troubles caused a falling off in land sales and Customs receipts, it was reflected in the public accounts, which showed an accumulated deficit of half a million in three years.

Two questions were before the public mind—protection and land reform—the latter absorbing much the most attention. The existing system of land auction worked adversely to would-be purchasers, whose means were relatively small, and a great variety of remedies was discussed. The disturbed and unsettled condition outside accounted largely for the State of parties in the Parliament, the "three crises" with their changes of Ministry, the time wasted in crisis-mongering, and the narrow escape from another dissolution. The Governor had four groups of Ministerial advisers, with which he had to keep on good terms, during his twelve months.

Each Ministry evolved its own particular method

of dealing with the land question; but the successive Land Bills were not alike in principle, and in the course of discussion the situation appeared to become increasingly complicated. At length Mr. H. B. T. Strangways announced a policy, and succeeded in carrying it through. It provided for the proclamation of agricultural areas, and deferred payments, on certain conditions of occupation and improvements, precautions being taken against "dummying." Details are unnecessary

as the measure was superseded in after years by one still more liberal, but it is noteworthy as the first instalment of land reform. The Bill narrowly escaped wreckage in the Legislative Council, which was only averted by a conference and a compromise. "Strangways' Act" brought order out of chaos, and became the basis of future action. It was hailed as a great advance in the right direction, and its author styled the St. George of Land Reformers.

GOVERNOR FERGUSSON.

The Right Hon. Sir James Fergusson, Bart., K.C.M.G., was a man of great ability and a wide and varied experience in military, official, and British Parliamentary life. He was a son of Sir Charles Dalrymple Fergusson, his mother being a daughter of the Right Hon. David Boyle, Lord Justice-General of Scotland. He was born in Edinburgh in 1832, and educated at Rugby and Oxford. He succeeded to the baronetcy in 1849, and entered the army as Lieutenant in the Grenadier Guards in 1850. He went to the Crimea in 1854, was present at the battle of the Alma; and at Inkerman, in executing an order to drive back a body of Russians who were threatening the famous sandbag battery, was shot in the wrist, but his wound did not prevent him from continuing to perform his duties. At the close of the war he received the Crimean medal, with three clasps, and the Turkish medal also.

Sir James received an exceptional proof of the regard of his Ayrshire friends by being elected to the House of Commons during his absence in the Crimea, to fill the vacancy caused by the death of Colonel Hunter Blair, who was killed at Inkerman. He returned to England as a Captain, but preferring a political to a military career he sold out of the army. At the general election of 1857 he lost his seat, but regained it in 1859. He had previously been Deputy-Lieutenant of his county, a member of the Special Commission of Lieutenancy for Ayrshire, and Lieutenant-Colonel of the Ayrshire Militia. He represented Ayrshire for several years, and was recognized in the House of Commons as a clear and effective speaker. In 1866 he was appointed Under-Secretary for India, was transferred to the Home Office in the following year, and relinquished his position there to become Governor of South Australia in 1869.

Considering that at the time of his arrival in South Australia the Governor was only thirty-seven years of age, the various positions he had occupied and the rank he had gained in the public service proved him to be endowed with exceptional ability. At the same time, his opportunities had enabled him to cultivate his natural gifts, and throughout his term of office his interest in and administration of affairs were in harmony with what might be expected from such antece-

dents. As a profound thinker, an intelligent observer, and an effective speaker, the help he was enabled to render in many ways was most valuable. Lady Fergusson, also, a daughter of the Marquis of Dalhousie, was active in many ways, and highly popular. Her health failed, however, and her death, which occurred in October, 1872, elicited deep sympathy with the bereaved Governor.

His Excellency's political activity elsewhere made it difficult for him to observe the strict reticence concerning disputed subjects which is expected from a Governor, and occasionally he was criticized for his outspokenness, but even then it was recognized that his utterances were well-considered and valuable. His term, moreover, witnessed the initiation of certain philanthropic enterprises, including the Bushmen's Club, and the Institution for the Blind, Deaf, and Dumb, which had his warm sympathy and support.

The Governor was preceded on the day of his arrival by the Duke of Edinburgh on his second visit, so that a double welcome was accorded to royalty and vice-royalty. Great horror had been felt when the attempted assassination of the Prince took place, and though public display was restricted according to official intimation, the demonstrations were most hearty and enthusiastic. In the round of festivities the Governor and Lady Fergusson, of course, received evidences of cordial welcome, and the sentiments then expressed continued unabated to the end. Among the more important movements and events of the term were the construction of the overland telegraph, further land reform, with agricultural extension as its result, and a distinct advance towards the establishment of a sound education system. In encouraging efforts to establish trade relations with India, and other practical ways, Sir James showed his practical interest in South Australia, and his sincere appreciation of the country was aptly expressed in what may be regarded as his farewell speech on the eve of his departure for New Zealand.

He said: "In the four years to which my office has been limited I have had times of sore trial which have prevented me from mixing with you as much as was my desire, and from travelling into many districts which I

hoped to have visited. But, gentlemen, I have still seen a great deal of the colony, and I think I have learned to know and appreciate many phases of your national character. I am not unaware of the struggles of those who take up new land and occupy the coveted positions of owners of the soil. I know how hard is the life they have to lead before they attain that independence which is so honourable, and which they enjoy so greatly. I have watched with interest the vicissitudes of trade, and the eminence to which many of your professional men have attained; in fact, gentlemen, while the institutions of Parliamentary government were early bestowed on the colony, I believe, although many believed they came too soon, they have tended to make you grow up to



GOVERNOR FERGUSSON.

them. The ideal I had formed of the colony before I came to it was that it was like an English county which I had never seen before, but that it had to work without the natural leaders which in an English county give the tone to society. Well, I think thirty years have raised an upper class in the colony of which any county in the old country might be proud." A more just, penetrating, and discriminating judgment of South Australia has rarely been pronounced. The difficulties through which the colonists have passed were recognized as having toughened their fibre, and its opportunities as having stimulated political and social development.

Sir James paid South Australia a still higher compliment shortly before he left, by becoming engaged to marry one of its daughters, Miss Olive Richman, daughter

of Mr. John Richman, a well-known pastoralist, and sister-in-law of Sir W. W. Hughes. The marriage took place in the following March. At the close of a successful term in New Zealand, Sir James Fergusson was transferred to Bombay, where he was exceedingly popular. In 1881 Lady Fergusson received the decoration of the Imperial Order of the Crown of India, but in January, 1882, during the absence of her husband at Baroda in connection with the installation of the new Gaekwar, she was attacked by cholera and died before his return. Her niece, Miss Alice Richman, fell a victim at the same time to the terrible disease.

During Governor Fergusson's term he paid a brief visit to Victoria, and Lieutenant-Colonel James Harwood Roche, of the 18th (Royal Irish) Regiment, was sworn in as Administrator during his absence. When the Governor finally left, the Chief Justice (Sir R. D. Hanson) was appointed to a similar office, which he held for six months. The explanation of the Chief Justice's appointment is that in the meantime the last detachment of Imperial troops stationed in the colony had taken its departure. Since that time the colonists have had to depend upon themselves for their defence, and a Judge of the Supreme Court has always been Administrator, Deputy-, or Acting-Governor, in case of need.

TRANSCONTINENTAL TELEGRAPH.

Much the most important event of Sir James Fergusson's Governorship was the construction of the telegraph line through the heart of the continent from Adelaide to Port Darwin. As early as 1859 proposals were made to connect Australia and the Old World by means of a submarine cable with a terminus at Moreton Bay, in Queensland. Sir Charles Todd in the same year suggested an overland line to Cambridge Gulf or the Victoria River; and after Stuart had successfully crossed the Continent the practicability of this route became increasingly apparent, and Sir Charles referred to it in successive annual reports.

No definite action was taken, however, until 1870. In that year the Telegraph Construction and Maintenance Company, having resolved to lay a cable and construct a land line connecting Singapore with Burketown in Queensland, Port Darwin being the cable terminus, sought the sanction of the South Australian Government for the portion of the land line which would pass through the Northern Territory.

In the previous year Mr. Goyder had completed his work by surveying 665,866 acres of land, and laying out the town of Palmerston. Captain Douglas was appointed Government Resident in the same month that the communication from the Cable Company was received, and the ballot for land was shortly to take place. Stuart had mapped out the route from sea to sea, and the territory had been placed under South Australian control. Accordingly, when it was announced that the

Company would relinquish the Burktown part of its scheme if the colony would connect Port Darwin with the southern telegraph system, there was little hesitation about embracing the opportunity.

The undertaking was formidable for a single colony to undertake, but, after exploring and acquiring the country, to seek, or even accept, external assistance, was not to be thought of. The hand of the Government was forced in a measure, for a condition of the agreement was that the land line must be completed by January 1, 1873, a period of little more than 18 months being left in which to obtain and convey materials for a line 1,600 miles long, through an arid, little known and inhospitable wilderness. The alternative, however, of Brisbane, instead of Adelaide, being the head-quarters of the British Australian telegraph system was not to be entertained, and Parliamentary sanction was obtained without difficulty. The estimate of cost in the first instance was £120,000, but thrice that amount was expended before the work was complete.

The work was divided into three sections, southern, central, and northern. Contracts were let for the southern and northern sections, but the central, being the most uncertain and difficult, was undertaken by the Government itself. To the great surprise and disappointment of most people, it was the northern section, a length of 639 miles, which gave the most difficulty, and caused the longest delay. The first expedition was dispatched in August, 1870, and by the end of 1871 all but the northern portion was nearly ready for use. Had that section been equally forward, communication with Europe would have been opened in January, 1872.

As it was, however, the work at the Port Darwin end had to be taken out of the hands of the contractors. Reinforcement after reinforcement had to be sent out. Severe drought, followed by extraordinary floods and a tropical climate, paralyzed action. Sir Charles Todd himself was dispatched with practically unlimited authority, and in his zeal took weighty responsibility on himself. At length, on August 22, the ends of the wires were joined, and from his camp near Central Mount Stuart Sir Charles had the pleasure of receiving congratulatory messages from the Governor and all parts of the several colonies. While the gaps between the ends of the wires were lessening, a horse express was employed to bridge the interval, and thus news of progress was received in Adelaide; but unfortunately at that time the cable broke down, and through-communication with London was not established until the month of October. Messages were received on the 21st, when the exultation and public rejoicings which had greeted the first through communications with Port Darwin two months earlier were repeated. Sir Charles reached Adelaide on the 30th, having travelled overland from Port Darwin, inspecting the line and the telegraph sta-

tions throughout the entire distance, and received a great ovation.

On November 15, public banquets were held in Adelaide, Sydney, and London to celebrate the event. In the course of his speech at the first-named of these, Sir Charles Todd said: "The first pole was planted at Port Darwin about the 20th of September, 1870, and at Port Augusta about the beginning of October in the same year. On August 22, 1872, notwithstanding all the serious difficulties and delays in the Northern Territory, the line was opened, so that in the interval of one year and eleven months, besides the explorations from sea to sea, we had to cut, prepare, and cart about 36,000 telegraph poles weighing about 5,000 tons, cart them an average distance of eight or ten miles, and a maximum distance of 350 miles; a larger number of iron poles, imported from England, being carted an average distance of 400 miles and a maximum distance of 560 miles. Besides this we had to transport some 2,000 tons of other materials to the interior, and drive several thousand sheep and cattle distances averaging 500 miles, and extending to 1,300 miles north from Port Augusta; to cut and clear tracts fifty feet wide through some 500 miles of forest and scrub; to cart building materials, instruments, batteries, and other stores for stations; to build a stone station of twenty-two rooms at Port Darwin, stone or wooden stations of seven or eight rooms at eight other places; to sink wells, establish depots, and a variety of other things involving great labour and thought." It is not surprising that South Australians thought rather well of themselves for having single-handed put through such a piece of work in so short a time, knowing that in its benefits all Australia would share.

If there was less self-congratulation in London there was an equal display of enthusiasm at the banquet over which the Earl of Kimberley, as Secretary of State for the Colonies, presided. To give éclat to the occasion various lines were connected within the hall, so that for the first time San Francisco was able to speak direct to Sydney and the Governor-General of Canada to interchange greetings with the Australian Governors, their messages being repeated to the assembled guests as they passed through. The completion of the line was properly regarded as of international importance, and to use Lord Kimberley's words: "as a fresh bond of union between the different members of the British Empire." His Lordship further remarked that "for a colony of 200,000 people to carry a telegraph line 2,200 miles from north to south over a continent which was almost a pathless desert, as an achievement was proof of the greatest energy, perseverance, and pluck of which he had ever heard, and there was no man in England who did not feel proud of being a fellow-subject with those South Australians who had done so marvellous a work."

The advantage of being placed in instantaneous communication with the world's market was quickly appreciated, and it is said that South Australia was repaid within a couple of years for its heavy outlay by the better prices its farmers obtained for their wheat.

EDUCATIONAL PROGRESS.

The eulogium bestowed by Lord Kimberley on South Australians for their pluck and perseverance in constructing the overland telegraph was all the more fully deserved, because, so far from exhausting their energies, while this work was being carried on good progress was made in other directions.

initiated, which, although they did not immediately reach their goal, showed the trend of public opinion. These movements related to the work of education at both ends of the scale—its primary and higher departments. With regard to the first, there was no difference of opinion as to improvements in the existing system being urgently required. The current method was unsatisfactory at almost every point—unsuitable school-houses, untrained teachers, an inadequate and irregular curriculum, and inefficient inspection were the rule. The teaching profession was not attractive, school attendance was entirely voluntary and often neglected, and consequently the standard was far too low.



Photos by W. Gill.

C. F. Stamp, Artist.

It was immediately perceived that the chain of telegraph stations, with its connecting-links of wire, furnished a new base for exploring expeditions, and several were organized to traverse the unknown country to the west.

There was at the same time a development of activity in manufactures, and in the early seventies a number of factories were commenced for turning the raw materials, the production of which had been the basis of most industries up to that time, into articles fitted for human consumption. Woollen goods, preserved meat, cordials, pickles, preserved fruits, and others, helped to increase the wages fund and increase the general prosperity.

In educational matters, certain movements were

To remedy this state of things a Bill was introduced into Parliament in 1871, of which the following were the principal features. It provided for the establishment of a new Educational Board, to consist of nine members, with enlarged powers. Under the supervision of this Board, three classes of schools were to be established—Normal, National, and District—which were to provide sound secular instruction, based on the Christian religion, but without reference to any sectarian or controversial questions. There was to be no denominational teaching or influence, but the schoolhouses might be used for religious instruction before or after school hours.

The Bill had scarcely passed through its preliminary stages when an attempt was made to exclude the reading

of the Bible in the public schools, which immediately aroused great opposition. A meeting was held to protest against any such action, and petitions on behalf of the Bible being retained, signed by 25,000 persons, were presented to the Legislature. A counter-meeting was held by the opposite party, and its resolution forwarded to Parliament, signed by the Chairman. A dissolution, however, intervened, and the political situation was so complicated through the frequent changes of Ministry, that the education question was shelved session after session. For all that, neither the conscious need of improvement nor the public agitation to secure it ever ceased.

At the top of the ladder, so to speak, an important step was taken in 1872 by a number of ministers and private gentlemen. They had recognized the serious disability under which young men were placed by the absence of provision for their higher education. Those who desired to qualify themselves for professional pursuits had to go elsewhere for their equipment, and there being no facilities for training ministers, the suitable supply of colonial pulpits was attended by great expense and needless uncertainty. Accordingly representatives of the Congregational, Baptist, and Presbyterian Churches, at a meeting held in March, 1872, made arrangements to found an institution, to be called Union College. Its object was to afford an opportunity for young men to carry on their education beyond the ordinary school course, and especially to provide the means of suitable training for those desirous of joining the Christian ministry. At a later period the Bible Christian Church became associated with the three other

bodies. In the month of May classes were formed in mathematics and natural science, in English literature and classics, for the literary course, and in the Greek Testament as the commencement of the theological course.

An endowment fund was a desirable adjunct, and Mr. (afterwards Sir) W. W. Hughes offered to present the College with the munificent sum of £20,000. The Council of the College, however, felt that so large an endowment rendered it desirable to alter the basis of the institution. "They, therefore," writes the Rev. F. W. Cox, "invited leading ministers and laymen of other denominations to meet with them in their classroom, in order to discuss the subject, and it was ultimately resolved, in accordance with the recommendation of Union College Council, that a University should be established in Adelaide."

The Adelaide University Association was formed at this meeting. With his consent, Mr. Hughes's splendid gift was transferred to that body, which at the commencement of the following session, undertook all the secular classes, leaving to the College the prosecution of its primary work — the training for the Christian pastorate. Union College did good work for several years. It obtained from generous friends an endowment of £3,000, but some of the constituent bodies ultimately came into a position to make independent arrangements, and as an institution it was dissolved. Its best service was in pioneering the University, and in making the University possible the public-spiritedness of its promoters was most admirably shown.

GOVERNOR MUSGRAVE.

During the six months in which Sir Richard Hanson administered the affairs of South Australia several important events transpired. Reports were received of rich gold discoveries in the Northern Territory, which led to a great and unjustified rush. Many companies were formed and much money was invested in testing the numerous claims that were taken up, to the serious loss of the over-sanguine shareholders. One result was a considerable amount of exploration being done in the Territory, in the course of which the Daly River, said to be finer than the Adelaide, was explored for a hundred and fifty miles. Other exploratory work was initiated, including the expedition led by Colonel Egerton Warburton, which left Alice Springs in April, and after a desperate struggle reached the Oakover River in Western Australia in the following December. Another party was that of Mr. W. C. Gosse, who, starting from the telegraph-line at a point about fifty miles south of Central Mount Stuart, pushed his way westward, and made many valuable discoveries.

The interregnum was terminated on June 8, 1873, when the new Governor was sworn in. He had arrived

on the previous day, a Sunday, and earlier than was expected, so that the reception formalities were interfered with: but two days afterwards six hundred colonists attended a levee at Government House, showing that the absence of demonstration did not indicate lack of cordiality. At that time His Excellency was plain Mr. Anthony Musgrave, but he had held several colonial appointments with success, and deservedly received the honour of knighthood. He had been married some years previously to a niece of the well-known Cyrus Field, of submarine-electric cable fame.

Sir Anthony was a son of Dr. Anthony Musgrave, of Antigua. He entered the public service in 1850 as private secretary to Mr. MacKintosh, Governor-in-Chief of the Leeward Islands, but in the following year became a law student of the Inner Temple. His next appointment was that of Treasury Accountant in Antigua, but this he also relinquished in order to prosecute his legal studies, which, however, he definitely abandoned in order to take the position of Colonial Secretary of Antigua. His first Governorship was that of St. Nevis, in 1860, a colony twenty square miles in extent, with

10,000 inhabitants, with a constitution comprising an Executive, a nominee Council, and a representative Assembly. In the following year he was transferred to St. Vincent, another pocket edition of a self-managing State; was removed to Newfoundland in 1864, in 1869 to British Columbia, and was then appointed Governor of Natal, where he remained until his removal to South Australia.

In these several spheres of labour His Excellency showed that he possessed a full measure of the constitutional knowledge, personal tact, and administrative ability which count for so much in the direction of affairs. Newfoundland, British Columbia, and Natal are all, in different ways, somewhat difficult appointments. To Natal the Governor carried a new charter, to which the colonists strongly objected as infringing their rights of self-government, but his wise policy, and the liberal and progressive character of his words and deeds, secured for him personally general regard and approbation.

His Excellency lived up to the reputation which had preceded him, and his South Australian term was in every way successful. His avoidance of anything like partisanship during a time of intense political excitement and party feeling was remarkable. Evidences of his intellectual grasp and the attention he had paid to questions of statesmanship was afforded by his essays on political economy, a volume of which was published during his Governorship; and in social and philanthropic movements he was always willing to take part.

It was perhaps a fortunate circumstance that his arrival occurred during a period of general prosperity. Production was increasing, and the output of the leading staples—wheat, wool, and copper—brought in an enlarging stream of national wealth. One visible result was activity in every branch of local industry, the abundance of remunerative employment being such that the Chairman of the Adelaide Destitute Board declared that there was not a single able-bodied pauper in the colony. At the same time the demand for labour was being met by the arrival of immigrants, for whom places were so speedily found that they were no burden to the State, while there was no apprehension that Government works would be brought to a standstill for want of hands.

As a consequence of this healthy condition of affairs, attention was turned more freely to previously unexplored sources of revenue, and experiments were made in various directions, with, of course, varying degrees of success. A strong effort was made to establish silk culture, and all the conditions were found to be favourable except the cheap labour so largely available in other lands. Efforts were also made to test the value of kerosene shale and iron ore, while manufactories of many kinds extended their operations.

Whether the founding of the University and the establishment of an improved system of primary educa-

tion had anything to do with it or not, the period was marked by a general stimulus to intellectual culture. A Commission of Inquiry having investigated the working of the Adelaide Institute, and recommended, *inter alia*, that it should assist country Institutes by the loan of books and in other ways, a large number of the latter sprang into existence, which served to cultivate a taste for reading and as centres for diffusing information. Simultaneously with this movement there were arrangements for the delivery of popular and scientific lectures, the enlargement of the museum space, and the formation of an Art Gallery, the entire scheme involving an outlay of about £25,000.

Primary education comes properly within the scope of Parliamentary proceedings, but the University was more largely dependent on private generosity. The necessary Act was obtained in 1874, incorporating the University, endowing it with 50,000 acres of land, besides five acres for building purposes, and making other necessary provisions. Sir Thomas Elder almost immediately afterwards matched Sir W. W. Hughes' donation of £20,000 by a gift of an equal amount, and in March, 1876, Mr. J. H. Angas founded an engineering scholarship of the value of £200 annually. A Council was formed, Sir R. D. Hanson appointed the first Chancellor, and the work proceeded with. The actual opening took place in June, 1876, when Dr. Short, Bishop of Adelaide, who had been appointed Chancellor on the death of Sir R. D. Hanson, delivered the inaugural address.

In a parting address Sir Anthony gave his impressions of the progress he had witnessed during what he described as three years of happiness, though not without the shadow of a deep grief. After referring to the development of railways and other public works, he said: "It is distinguished by other features not less marked and not less important. It has been a period of prosperity unexampled in the annals of the colony. Between 1872 and 1877 the expansion of all your staple industries has been most striking, the area of cultivation has been greatly extended, pastoral occupation has been pushed to the centre of the continent, and the steady stream of immigration which has been set going promises yet further development in the immediate future. This period, too, has seen for the first time the successful exploration of our border westward to the sea, first by Warburton, and then by Forrest and by Giles. Among useful measures of legislation stands prominent what has been done for the cause of popular education, and the edifice has been crowned by the establishment of the University, the opening of which last year must form an era in the history of the colony."

The crossing of the continent from the telegraph line westward by Warburton, who for the first time employed a train of camels for transport, was a wonderful feat of heroic determination and endurance. The

expedition led by Forrest was made remarkable by the same qualities, and both Giles and Gosse were well worthy of commendation.

While Sir Anthony had much that was good to say, he did not fail to point out as "a great blemish in Australian political systems" the frequent changes of administration. He recognized the value which the opening of a highway into the interior by means of the navigation of the Murray might possess, but was careful not to interfere in controversial politics. His departure for the important appointment of Governor of Jamaica took place amid general regret.

PARLIAMENTARY PROCEEDINGS.

At no period in the history of South Australia did the proceedings of its Parliament occasion greater interest and public excitement than during the Governorship of Sir Anthony Musgrave. There was a group of exceptionally able men who were active and energetic, whether in office or opposition, as the records of successive Ministries clearly show. The great subject of Land Reform was conquered, and it had prepared the way for the further development of the country. A series of other topics came to the front which were individually of nearly equal importance, and having been freely discussed throughout the country the action of Parliament was anxiously watched and waited for.

One of these was the question of immigration. The annual vote for free and assisted passages met with increasing opposition, and whenever from any cause employment became scarce, the policy of introducing additional labour into an overstocked market was strongly attacked, the final result being its entire discontinuance a few years later.

Large projects were always in the air, such as railway extension through the hills eastward from Adelaide to the Victorian border, and a transcontinental line to Port Darwin, to be constructed on the land grant principle. Proposals were formulated which received sufficient support to bring them within the scope of public discussion, although the ideas concerning them were not immediately materialized.

Among the subjects concerning which definite action was taken under the pressure of aroused public feeling was an amendment of the Licensing Laws, introducing the principle of Local Option, which gave great encouragement to temperance reformers; a Betting and Gaming law, designed to restrict the practice of gambling; and an Education Act. So much delay had taken place in dealing with the matter, that in 1875 a League was formed in Adelaide which undertook the preparation of a Bill. A compromise on the vexed question of Bible-reading was arrived at, and finally an Act providing for a complete system of free, secular, and compulsory education was passed in the course of that year. To diminish the expense of a free system, 100,000 acres of land were

at once reserved, and power taken for further grants to be made. Primary education was made a State Department, under the control of a responsible Minister, but with a Council and President of its own. The foundations were laid in a liberal spirit of what has proved to be a great and growing success.

Though the foregoing were of special interest, they were dwarfed in the public mind by the Public Works policy, which from the end of 1874 engaged, and almost absorbed, public attention. The time was ripe for it. There were demands for railway extension in several directions, and for other public works, but no progress was possible while the advocates of one isolated project felt obliged to oppose others, as standing in its way.

At this juncture Mr. Boucaut entered the field. He was then in opposition, and on the eve of the prorogation in 1874 delivered a lengthy address in which he outlined plans for the future, his object being to lay his ideas before the public, and allow time for consideration. He took office in the following year, and in the month of September, in an able and statesmanlike address, unfolded what has been known as "the Boucaut policy" ever since. It included a loan of three millions sterling, to be expended during the next three or four years in works of a reproductive and national character. Of this large amount £2,290,000 was to be applied to the construction of eleven lines of railway, aggregating 550 miles in length. The remainder of the loan was to be devoted to harbours, jetties, school-houses, and other necessary works. A part of the scheme was to provide for the interest on the loan by means of a Stamp Duties Bill. The House of Assembly was loyal, if not enthusiastic, in support of the Ministry, but the Council threw out the Stamp Duties Bill, which was vital to the whole.

An early prorogation and a special session were resolved upon to give the Council an opportunity of reconsidering its position, and during the recess many public meetings were held and petitions prepared for presentation to Parliament strongly supporting the Government proposals. Two days after the special session was opened four Bills were introduced, including the necessary authorization for public works, railways, loans, and the collection of stamp duties, and being introduced together, presented the "broad and comprehensive policy" in a complete form. The several measures passed the House of Assembly with scarcely a dissentient, but the Council proved obdurate, and by the narrowest possible majority succeeded in postponing action altogether. Rejecting the Stamp Duties Bill, it struck the keystone out of the arch.

The Boucaut Ministry was exceptionally strong. It included Messrs. Morgan, Way, and Colton, all of whom, with the Premier himself, were afterwards knighted, but changes occurred before the next meeting of Parliament, and the re-organized Ministry suffered defeat. Though the Boucaut programme was never carried out

in its entirety, the spirit of it lifted South Australian politics to a higher level, continued to operate for many years, and the greater part of it being adopted by succeeding Ministries the purpose of its author practically came into effect.

PUBLIC WORKS.

While the larger scheme of public works was being discussed and delayed, some important undertakings were carried through. The first, in order of time, to be commenced was the bridge over the Murray. Considering that the total length of this structure was 1,980 feet, that any obstruction to navigation had to be avoided, and provision made for a railway, this was, for such a colony, a sufficiently formidable enterprise. Its neces-

The Legislature had discussed the subject since 1864. After careful examination a site had been selected at a place called Edward Crossing, and in 1867-8, in a fit of enterprise, the ironwork had been obtained from England. Then came a reaction, and to spend the money on putting up the bridge was denounced as an extravagance, with the result that the materials lay rusting by the side of the Northern railway-line for four years.

At length, on November 7, 1873, His Excellency the Governor laid the foundation-stone, amid a scene of extraordinary demonstration, considering that it took place in the midst of what might fitly be called a vast wilderness. The work of erecting the massive piers presented all the difficulties that were anticipated, and when the bridge was completed it was by far the most important work of its kind in Australia. It consists of five 120-



Photo supplied by Alfred Day.

MURRAY BRIDGE.

sity had been recognized at a very early period, for at no point within South Australian territory could the Murray be crossed, except by ferry, punt, or some such contrivance. In addition to ordinary traffic there were thousands of cattle, and tens of thousands of sheep to be provided for annually, and each year the primitive appliances caused increased dissatisfaction. The selection of a site was no small difficulty, for in the course of ages the river had worn a channel for itself both wide and deep. On one side or the other of the main current there stretches a swampy flat of loose debris brought down from the interior. When the river is in flood these flats are covered. Borings proved that only at a great depth could firm foundations be reached, and hence the engineering problem was not easy of solution.

ft. main spans across the river, each containing 120 tons of iron work, and twenty-three 60-ft. spans across the swamp. The total weight of iron employed in its construction was considerably over a thousand tons, the whole of which had to be laboriously carted over the Mount Lofty ranges and across the Murray plains over bush tracks.

In the North a beginning was made in the construction of the railway system by which access is now afforded from the great agricultural areas to the sea-board. The Port Pirie and Gladstone line was commenced in November, 1874, and pushed on as rapidly as possible.

Telegraphic extension was continually proceeding, and it is unnecessary to particularize the construction of individual lines, but the transcontinental line which connected Adelaide with Perth, and thus brought the

Western Australian system into contact with those of the other colonies, as well as Europe, was a great national undertaking. Sir Charles Todd had reported on the cost of a telegraph line to King George's Sound as early as 1860, but after the successful expedition of the Forrest Brothers, the Western Australian Government wrote proposing to extend their line from Albany to the border at Eucla, providing it were met at that point by a wire from Adelaide.

What was necessary, therefore, was to erect a wire from Port Augusta to Port Lincoln, and thence around the head of the Great Australian Bight. The natural conditions made the work one of extreme difficulty, and especially in the westernmost section. There was neither timber for poles nor feed for cattle, while long stretches of country were absolutely waterless. From the head of the Bight to Eucla, a distance of 140 miles, there was no water. Forage landed at Fowler Bay and Eucla had to be carted, and also water for men and horses, which absorbed often the greater part of the transport service. Tenders were invited, but the amounts required were so high that the work was done by the Telegraph Department itself. What this meant may be gleaned from a few suggestive facts. In the 230 miles between Fowler Bay and Eucla 3,700 iron poles were used, and on the entire line from Port Augusta 12,474 iron poles and 147 tons of wire were required. The materials for the western portion were landed at either Fowler Bay or Eucla, no intermediate place being suitable. After being carted ninety miles from Fowler Bay they had to be distributed over sixty miles, and water carted out in tanks, and the same had to be done for eighty miles from Eucla. This section was commenced on September 1, 1876, and completed under a burning summer's sun, through one of the driest countries in the world, on the 15th of the following July. The total length of line from Port Augusta to Eucla was 759 miles, and 220 miles of wire was stretched between Port Augusta and Adelaide. The total cost of the line was £68,205, and it was completed in a year and eleven months. The experience gained in the construction of the transcontinental telegraph to Port Darwin was of much service, though the greatest difficulties were of other kinds.

THE WHITE ELEPHANT.

Northern Territory affairs continued to absorb so much attention and energy that reference to them should not be omitted, but a brief outline of the principal events must suffice. In 1873 the position was that fifty or sixty companies held mining claims in the Territory; there was prospect of a great increase in the population; and energetic efforts were made to provide for the wants of a progressive and well-organized community. The Legislature busied itself over questions of Constitution and administration, but with limited results. Religious bodies sought to establish agencies, and the Methodists, in particular, stationed a minister at Palmerston, sending with him a church. Trouble increased with the growing population. The administration was unsatisfactory, and the Hon. Thomas Reynolds, who paid an official visit, found affairs in a very muddled condition, which he duly reported to Parliament. He was, however, so impressed with the probabilities of the country that he resigned from the Government to enter into business at Port Darwin, which proved a sadly mistaken step.

During the same year judgment was pronounced against the Government, and in favour of the land-order holders, thus terminating the protracted legal proceedings, for which the delayed survey was responsible. In the following year an experiment was made by the introduction of coolie labour, but by that time much of the enthusiasm had died down. The year was also memorable for a murderous attack on the Barrow Creek telegraph-station by the aborigines, in which Mr. Stapledon and Mr. Franks were killed, and two other officials wounded.

The most tragic incident, however, occurred in 1875, when the "Gothenburg," with 99 passengers and a crew of 38, struck on a reef, and only twenty-two persons in all were saved. Among those who perished were Mr. Reynolds and his wife, Judge Wearing, Mr. Pelham (his Associate), Mr. Whitby (Acting-Crown Solicitor), and many other colonists who were well known and esteemed. The disaster was parallel to that of the "Admella" in its magnitude and distressing details, and so deeply was public feeling stirred that a relief fund of £10,000 was raised and distributed among the relatives of the victims of the catastrophe.

GOVERNOR CAIRNS.

Between the departure of Sir Anthony Musgrave and the arrival of his successor, an interval of three months occurred, during which Chief Justice Way acted as Administrator. He had risen rapidly in his profession, giving proofs of signal ability as he rose from one position to another. Nine months previously he had relinquished a large and lucrative private practice, the post of Attorney-General, and a Parliamentary career, to succeed Sir Richard Hanson on the Bench. He proved

equal to the viceregal responsibilities which devolved upon him, and the period of three months during which these were first discharged has been followed by many others. But for his own action at a later time it is probable that his term of Administration would have been still further prolonged, in accordance with the strong desire of his fellow-colonists.

Sir W. W. Cairns, K.C.M.G., arrived in South Australia on March 25, and received the intelligence of

his knighthood by a telegram on the following day. He was born in 1828, and was the son of William Cairns, Esq., J.P., of Antrim, Ireland, who had formerly been in the army, and served as captain in the 47th Foot. His first appointment was in the Civil Service of Ceylon, and he received successive promotions until he became Postmaster-General. In 1867 he was made Lieutenant-Governor of Malacca in the Straits Settlements, and subsequently held similar appointments in various parts of the West Indies, including the Governorship of Trinidad. Thence he was appointed to Queensland, where he remained two years, when he was transferred to South Australia. Sir William Cairns had the reputation of being an able, well-read, and intelligent man, but he was scarcely known to South Australians. The one public function, after the swearing-in ceremony, in which he took an active part, was the opening of a bridge over the Torrens. Within four weeks of his arrival he tendered his resignation on the plea of ill-health, and left the colony on May 17. His Excellency produced the impression during his short stay that he was interested in South Australian institutions, and that he was not lacking in zeal or capacity. Hence, his retirement for the reason specified occasioned general regret.

The administration, of course, again fell into the capable hands of His Honour Chief Justice Way, and

thus he had the unique experience of opening a session of the Parliament of which he had been a member, and assenting to certain measures in the name of the Queen which, but for his elevation to the judicial Bench, it would have been his duty to advocate. Probably no other colonial public man has ever been placed in a similar position.

The session was one of very considerable importance, for it cleared up arrears of work which had accumulated. Land legislation had become involved by the passing of no less than thirty-three Acts in former years, and a Consolidating Act was passed, which also liberalized the previous laws, and gave valuable concessions, both to farmers and pastoral and mineral tenants of the Crown. A considerable instalment of the Boucaut policy was adopted, a number of public works, including railways, water-supply, breakwater, and similar things were authorized, and a loan of £1,036,000 sanctioned to carry them out. A sharp, but almost amusing, conflict took place between the Houses of Parliament. The Council felt aggrieved by the action of the Government, and demanded the resignation of the Chief Secretary, Sir H. Ayers. Failing to secure this object, the members took the conduct of business out of his hands, and this most singular situation continued until the defeat of the Ministry in October.

GOVERNOR JERVOIS.

Sir William Jervois, G.C.M.G., was born in 1821. He received a military training in early life, saw much service in South Africa among Boers and Kaffirs, began his long connection with the science of fortification in 1852, and, in proof of the ability he had shown in minor appointments, became Secretary to the Permanent Committee on the Defence of the Empire in 1857. During the next eighteen years he took an active part in designing and executing defence works in Great Britain, and in connection with the same subject visited several colonies and dependencies. In 1875 he was appointed Governor of the Straits Settlements, and during his two years' residence at Singapore manifested exceptional capacity as administrator, restoring order in a disturbed district by mingled firmness and conciliation.

During most of the decade the war clouds hung low over Europe, and the defencelessness of the colonies was a subject of frequent discussion. So sensitive was the public mind that such incidents as the friendly visit of Russian war-ships, or an accidental interruption of the European cable produced not only anxiety but something approaching to alarm, and set all kinds of sinister rumors in circulation. Large meetings were held in Adelaide and other places. Hundreds of volunteers enrolled their names, and the Home Government was applied to for arms and officers.

At this juncture Sir William Jervois and Colonel Scratchley were sent out to enquire and report on Colo-

nial defences, and much satisfaction was felt when it became known that the former had been appointed Governor of South Australia. The selection was felt to be a compliment to the colony, and at the same time an advantage to the whole of Australia, ensuring the presence of an officer of high standing and ability in case of any emergency.

The martial fervour which had been evoked was sustained, if not increased, by the presence of such a military man as the Governor. Legislation was carried, when necessary, without difficulty, for increasing the effectiveness of the colonial forces. The purchase of a warship was resolved upon, and the "Protector" obtained, said to be the most powerfully-armed vessel of its tonnage afloat. Heavy guns, rifles, and ammunition were obtained from England. The Largs Fort was erected, at a cost of about £16,000, on the plans of Colonel Scratchley, and a Permanent Defence Force authorized and established. Popular enthusiasm was shown by the offer of three hundred volunteers to serve in South Africa, after the disaster at Majuba Hill.

A constitutional struggle between the Legislative Chambers was in progress when the Governor arrived. The Council had incurred great unpopularity through its obstruction to measures passed by the House of Assembly, and its reform being urgently demanded was carried into effect in 1881. The number of its members was increased to twenty-four, and provision made for

dealing with deadlocks by means of an appeal to the country.

In general, moreover, the term was one of much activity. There was extensive borrowing for public works, and consequently abundant employment. An instalment of taxation to provide interest on the growing public debt was adopted in the form of a property tax, but proposals of the kind were naturally unpopular. Chinese immigration into the Northern Territory began to assume formidable proportions, and suggested the proposal of a poll-tax. Electoral representation in the Parliament was granted by the constitution of the District of Flinders. A Sugar Cultivation Act, to encourage the cultivation of sugar and other tropical products, was passed, and under its provisions 100,000 acres was applied for in several localities. A Parliamentary party visited the Territory in 1882, accompanied by Professor Tate, of the Adelaide University, and its report led to fresh steps being taken to utilize the region, including the construction of a jetty and a line of railway about 100 miles in length from Palmerston to Pine Creek.

The same year witnessed the settling of the University in the handsome building which had been erected for its accommodation at a cost of £31,000, and was formally opened by Sir William Jervois in a stirring speech full of hearty congratulation. The Governor shone on occasions of this kind. He was vigorous and energetic in his utterances, obviously concerned for the welfare of the country, and always popular.

Unfortunately, hard times for farmers and others occurred towards the close of his term through the comparative failure of the wheat crop. The average yield fell to four bushels and a half per acre, the shortage compared with expectations only three months before indicating a loss of £1,200,000, and the distress was such that a seed-wheat fund was raised, in order to enable farmers to retain their holdings.

Despite this drawback, however, Sir William Jervois, on his departure, was described as a successful Governor in every sense of the word, and not a little of the progress achieved during his regime was attributed to the influence of his courageous spirit. His own view of the situation, as expressed in his farewell address, was fairly sanguine; but at the same time he could not refrain from sounding a note of warning with regard to the financial responsibilities that were being incurred. He mentioned that revenue had gone on increasing, railway mileage in operation had risen from 321 miles in 1876 to 946 miles, and 276 more were about to be constructed. Meantime, the public debt had grown from £5,217,000 to £11,269,000, and the Governor observed that when £556,812 had to be paid as interest on loans for works that were producing a net return of less than £180,000, the position demanded serious consideration. "I still advocate progress," he said; "I still advocate railways, and I think the colony is thoroughly well able

to pay for them; but I do not advocate such a system of finance as will not enable you to pay the interest on the money you borrow." He recommended the development of all resources—agricultural, pastoral, and mineral, so as to increase the volume of exports and the amount of revenue. In this connection Sir William shrewdly offered practical suggestions, the wisdom of which after-years made manifest. He urged the importance of establishing and fostering new industries, such as fruit-preserving and dairy-farming, mentioning that the colony was importing £50,000 worth of dairy produce, all of which it should raise for itself.

In the same address attention was directed to progress in other than material things. The new education system had come into force, and one result was that



Hammer & Co.,

Adelaide.

GOVERNOR JERVOIS.

forty new primary schools had been opened in little more than five years, and several model schools also. The Institute had developed from its primitive state into something of national importance, and was located in a handsome new building that cost £40,000, with an Art Gallery, Public Library, Museum, and School of Art and Design. To crown the whole, the University had received its charter, and entered on a career of usefulness amid suitable surroundings under most favourable auspices. Following the example of Sir George Grey and Sir James Fergusson, Sir William Jervois was transferred from South Australia to New Zealand, and as Governor of the island colony had a most successful term.

COUNTRY AND CITY.

Some of the remarks made by Sir William Jervois in his farewell address need a little amplification if the progress they summarized is to be perceived. One of these was his reference to the fact that 625 miles of railway had been constructed during his term of office and that 276 more were to be added immediately. The Parliamentary sanction for some of these lines was only obtained with difficulty, because of the rivalry between the several districts. The south and north were more or less jealous of each other, and every route had its strongly interested advocates and opponents.

Much controversy occurred over the route through the Hills, which presented exceptional engineering difficulties, but in 1880 a Bill was carried for the extension of the line from Nairne—to which town it had been sanctioned in 1878—to the Victorian border. A branch line *via* Mount Barker and Strathalbyn, through Goolwa to Victor Harbour, followed in due course. By successive stages the Northern railway had been carried to Terowie, and then a determination was arrived at to push on the construction of light lines on the narrow gauge. The break of gauge occurred at Terowie. So rapidly was the work proceeded with that on May 17, 1882, His Excellency formally opened a section of the Great Northern Railway, from Port Augusta to Farina—200 miles inland. The first through train from Adelaide to Port Augusta ran on the previous day, and there was a great banquet and public demonstration at the Quorn junction in honour of the occasion. Other lines were constructed, which in after years were connected with the railway system by which the agricultural areas are served, and communication both with the city and the outports is facilitated.

The development of the country in the first instance by liberalizing the land laws, and in the second by establishing better means of transit for produce, necessarily had its effect on the city, increasing the volume of its business and promoting its general prosperity. There was rapid expansion in the residential suburbs, which supplied occasion for, and was also promoted by, the establishment of a tramway system. The first proposals which were embodied in the Adelaide and Suburban Tramways Bill of 1875 were shelved by the Speaker's ruling that it was a private Bill. Seven years afterwards, however, no less than fourteen Tramway Bills were passed in a single session. At that time Adelaide had undoubtedly the best tramway service of any city in Australia, but the vested rights that were created proved exceedingly troublesome when improvements were proposed in after years.

Another metropolitan improvement was the installation of a deep-drainage system, which, with its adjunct of a Sewage Farm, has contributed much to health and cleanliness. For this purpose a loan of £200,000

was obtained in 1878, and further amounts of £110,000 and £100,800 were afterwards borrowed. Though the cost was heavy, the results fully justified the outlay, and the Adelaide drainage system set an example to all the Australian cities. For beautification also the period was made noteworthy by the successful completion of the works necessary to create the Torrens Lake, and the erection of the pretty and popular Rotunda—the gift of Sir Thomas Elder—on its banks.

A ROYAL VISIT.

During the month of June, 1881, the grandsons of Her Majesty the Queen, Prince Albert Victor and Prince George, reached Adelaide in the course of their educational cruise in the *Bacchante*. Although there was no such popular demonstration as when their uncle, the Duke of Edinburgh, was welcomed in 1867, the event occasioned a large amount of public interest. Their Royal Highnesses charmed all who came into contact with them by their unaffected courtesy. There were a number of fêtes and entertainments in their honour, which they appeared to fully appreciate. They visited the colleges and other institutions, making themselves agreeable everywhere. One of their excursions was to Collingrove, near Angaston, the residence of Mr. J. H. Angas, and at Freeling and other towns through which they passed there were triumphal arches and similar tokens that the unwonted honour of a royal visit was highly esteemed. Possibly no line of country could have been chosen which would be calculated to afford a more correct idea of South Australian rural life, and leave a more correct impression of its typical scenery, than that which was chosen. At the close of the festivities in Adelaide the Princes took their departure for Melbourne overland, which gave them other opportunities of becoming acquainted with the country and its most striking characteristics. A halt was made at Campbell House, on the shores of Lake Albert, the residence of Mr. T. R. Bowman, and there a kangaroo hunt was enjoyed and a native corroboree witnessed. While the visit afforded the colonists an opportunity of exhibiting and expressing their loyalty, the visitors themselves regarded it with very great satisfaction.

A SUCCESSFUL EXHIBITION.

The first Australian International Exhibition was held in Sydney during the year 1879, and was a great success. The following year an Exhibition similar in character and scope was held in Melbourne, which was very largely attended. With one or both of these enterprises two gentlemen, Mr. Joubert and Mr. R. E. N. Twopeny, were officially connected. The idea occurred to them that a large number of exhibitors from the Northern Hemisphere and other distant places, being in

Australia, would gladly embrace the opportunity of transferring their show-cases, etc., to Adelaide before returning to their own countries, and the suggestion proved correct. They therefore entered on the enterprise with business-like judgment and activity. Without asking any subsidy from the Government, they shouldered the entire responsibility, temporary additions to the Exhibition Building were run up with great rapidity, and on July 21 what was pronounced to be a much more varied and attractive display than anything

previously seen in Adelaide was formally opened by His Excellency the Governor. The financial success of the undertaking was assured almost from the outset, for on the first day 17,254 persons paid for admission. Being essentially a private venture, particulars are not available of the number of exhibitors and exhibits, but there was warm commendation of the methods adopted by the promoters, much public satisfaction was felt, and no one grudged Messrs. Joubert and Twopeny the substantial remuneration they received.

GOVERNOR ROBINSON.

Sir William Cleaver Francis Robinson, K.C.M.G., used to pleasantly refer to himself as belonging to the class of "professional Governors," and certainly his career justified him in appropriating the term. A brother of Sir Hercules Robinson, one of the most popular viceroys of Australian and other colonies, he was also his secretary, both at St. Kitts and at Hongkong, where he may be said to have served his apprenticeship. He was appointed Governor of Montserrat in 1862, and afterwards of Dominica, the Falkland Islands, Prince Edward Island, and the Leeward Islands successively. He was then transferred to Western Australia, and returned to that colony after an interval spent at the Straits Settlements, during which time he was entrusted with an important mission to the King of Siam. From Western Australia Sir William was removed to Adelaide, and at the close of six successful years of administration was temporarily transferred to Victoria as substitute for Sir Henry Loch.

His Excellency made himself popular almost at once by manifesting a large amount of interest in the several institutions of the city and suburbs, including many of the principal churches, and by accepting invitations to the country districts. The circumstances of the colony were of a character to keenly interest an intelligent observer, for there was life, movement, and activity in every department.

The expansion of agricultural settlement was bringing about visible results, in enlarged wheat-yields and growing commerce, and at the same time there was a constantly-increasing demand for the construction of public works. The extension of railways was only one of the number. To meet the requirements of commerce harbour improvements were required. More and more the impression was inferred that the greatest need of South Australia was cheap and abundant water, and schemes were numerous for the conservation of what was running to waste.

The execution of these projects demanded a large outlay. Loan after loan was issued, and the necessary provision of interest taxed the skill of Parliament, while incidentally Ministries were long- or short-lived, according to their capacity for gauging the public sentiments

and demands. Accordingly the Legislature had a somewhat busy time. Among the more important of the subjects which it dealt with was the fiscal system, which, after much debate, was greatly modified, and finally settled on Protectionist lines. Additional sources of revenue were found in the imposition of income and land taxes and stamp duties. The influence of democratic ideas was rendered obvious by the passing of an Act for the payment to members of the Legislature of £200 per annum, which was the initial step to many other political changes. Among the works of development which the Parliament authorized or sanctioned was the agreement with the Messrs. Chaffey for the establishment of an irrigation colony at Renmark, on the Murray, near the Victorian border. As originally outlined, this was a vast enterprise, designed to be an object lesson, and though it never fulfilled expectations, it inaugurated a new era. The question of Federation also was discussed, but as the Federal Council possessed little authority, and never commanded general confidence, what was done was not of much national importance.

Together with the producing industries, development had been made in manufactures, one of the most striking evidences of which was the acceptance of a tender by Martin & Co., of Gawler, for the construction of fifty-two locomotives. The starting of the first of these was made the occasion of a great demonstration, in which His Excellency the Governor took part. While the period was, on the whole, one of general prosperity, and at such times as the Jubilee everything was rose-coloured, there were sharp fluctuations, and not a few calamities. By the resumption of pastoral leases for agricultural settlement, sheep-holders were constrained to go further afield. On them the ravages of drought and the attack of "vermin"—including wild dogs and rabbits—fell heavily. A large extent of land previously cropped by farmers went out of cultivation, and the uncertain rainfall discouragingly reduced the average. Worst of all was the failure of the Commercial Bank, which, being a local institution, brought wide-spread distress, and was all the worse because fraud was mingled with mismanagement.

Notwithstanding all this, as the colony approached the fiftieth year of its existence it was felt that there was abundant cause for jubilation, and when the time came that particular sentiment found free expression. It was said at the time that out of troubles and difficulties there emerged safety and progress. The market prices of staples—wool, wheat, and copper—fell to an almost unremunerative figure. There was a land-boom which resulted in wholesale disaster. In Adelaide an epidemic of fires, especially in timber-yards, produced

ferous discoveries at Teetulpa, until then a little-known region in the far north-east, sent a golden gleam across a gloomy landscape at an opportune time, and good country was found by exploring expeditions which had been sent out to fill the vacant spaces on the map.

Sensitive people had their nerves kept in a constant state of flutter during a considerable part of the time by the ominous war news from Europe, but the volunteer movement had created a force of two thousand disciplined soldiers, with three thousand as a reserve to call upon; the heavily-armed "Protector" duly arrived, and long-range cannons were ready for mounting near Glenelg, which had a quieting influence. The first Colonial Conference held in London was watched with interest, and seemed to bring the colony into closer touch with the mother country, while something of the same kind resulted from the improvements in postal communication, and the safeguards that were being taken with regard to both overland telegraph line and cable to guard against accidental interruption.

In social matters, education, and the arts there was also a measure of progress. His Excellency was a musician and a composer. A song of his, "Unfurl the Flag," was sung at his swearing-in as a compliment, and achieved considerable popularity. He showed in a practical way his interest in the divine art by his efforts connected with the endowment of a Chair of Music at the University—the first in that branch of education in any Australian University.

Besides the topics which have been enumerated, and which in themselves indicate the interesting and important character of Governor Robinson's term of office, there are three which demand separate treatment—the Old Colonists' Association, the celebration of the Jubilee, and the opening of a new and magnificent source of wealth on the silver-fields of the Barrier.

HONOURING THE PIONEERS.

When the first half-century of colonial history was nearing its close there seemed to be a natural revival of interest in the early days and those who had shared in their burden and heat. The traditional gum-tree, under which the proclamation by Governor Hindmarsh was read, showed token of decay, and in the enclosure surrounding it successors had been planted. The custom of an annual pilgrimage to Glenelg was regularly observed by thousands of families, and there were always a few of those who witnessed the scene in 1836 to share in the reunion. The number, however, was diminishing, and some of the early settlers were in needy circumstances.

Patriotism joined hands with kindly sentiment in the establishment of an "Old Colonists' Association," the inaugural meeting of which was held in February, 1883. Its objects were said to be "to establish homes for and to assist necessitous 'pioneers' and 'old colonists'



Photo by H. Krischock.

FROME ROAD, ADELAIDE.

a semi-panic, and involved losses of hundreds of thousands of pounds before the incendiary was arrested. The public revenue decreased while the deficit grew. After all, the cloud had a silver lining. The land mania taught its lesson of caution and prudence. Farmers were driven to see the necessity of better methods of cultivation. The increasing debt shifted the burden of taxation on to shoulders by which it could better be borne. The auri-

and their descendants, by loan or otherwise, to collect and utilize records of facts relative to the early history of the colony, to promote the interests of native-born Australians, and facilitate friendly intercourse. Those who arrived in the first decade were to be styled "pioneers," and those who came in the second "old colonists," but all colonists were eligible for membership.

The most important function ever held by this organization took place on December 27, 1886, the eve of the colony's fiftieth birthday. Arrangements had been made to bring together as many pioneers as possible, and a very great number of portraits were obtained, forming a most interesting collection. There was an "At Home" at Government House in the afternoon, when men who had shaken hands with Governor Hindmarsh fifty years before shook hands with Governor Robinson. A crowded public meeting was held in the Adelaide Town Hall in the evening, when the chief events in the history of the colony were represented in a series of tableaux. A highly interesting collection of relics was exhibited in the banqueting-room, including Colonel Light's sword, and a number of original sketches representing various places as seen in the early days. Addresses were delivered by the Governor, Sir Henry Ayers, and others. All through the celebration the vivid contrast between "then" and "now" lent picturesque interest to the proceedings.

This contrast was rendered still more intense and vivid on the following day. Of all the Glenelg Commemoration Days the two most noteworthy are the day when the colony attained its majority, and the Jubilee. On the former occasion, in 1857, a fine morning was succeeded by a most unseasonably wet afternoon. There was no railway, but large numbers of visitors, ladies and gentlemen, in summer costumes, had driven from Adelaide and elsewhere. The rain fell steadily, persistently, and continuously for hours. It soaked through the marquee, the only available shelter, and all but liquefied the provisions for the banquet. A more melancholy, sodden, draggle-tailed procession than the return journey exhibited was seldom witnessed.

The Jubilee, however, was clear and bright throughout. The railway brought its many thousands, and great numbers (of whom the writer was one) came by road. Three pictures were forcibly present to the mind: A couple of hundred people clustering away among rough huts, shanties, and tents over yonder fifty years ago; the water-logged majority-day crowd; and this vast multitude, nearly 20,000 strong. The broad pier was crowded in every part. Excursion steamers were plying to and fro. Water-polo and other games were in progress. White-winged yachts flitted here and there; and for miles up and down the sandy beach moving thousands were enjoying themselves in various ways. The rough sandhills were converted into a smooth esplanade, and back of them, in place of scrub and gum-trees, were

the buildings of the favourite watering-place, with its towers and fashionable residences. The sea, the shoreline, and the Mount Lofty range in the background were the only unchanged features in the scene.

THE JUBILEE.

The reign of Queen Victoria began in less than six months after South Australia was proclaimed to be a province of the British Empire, and only a few weeks after the City of Adelaide was occupied. Hence the Imperial and Colonial Jubilees synchronized, which had a marked effect on public feeling. While the Bray Ministry was in office, during the session of 1883, the Parliament had been induced to sanction a project for celebrating the dual event by means of an International Exhibition, the estimated expenditure being £212,000, of which £140,000 was to be spent on the building. In the following year, however, a change of administration took place. There was a deficit of £436,658 to be faced. Retrenchment had to be effected, and additional income raised. In view of the financial situation, the Exhibition Act was repealed, after a warm debate, and, as a State enterprise, the project lapsed.

In one sense the action of the Government and the Legislature did good rather than harm, for it brought to the front a number of public-spirited gentlemen, who took up the subject with energy and enthusiasm. Foremost among them was Sir E. T. Smith, at that time, and in several other years, Mayor of Adelaide. Under his auspices, on July 31, 1885, a public meeting was held in the Town Hall, and as its result a committee was appointed "to formulate a scheme for holding, in the year 1887, an Exhibition of Arts, Agriculture, and Manufactures, in commemoration of the fiftieth anniversary of the foundation of the province." All that the Government was asked to do was to provide the necessary grounds and buildings, at an outlay not exceeding £32,000. An influential committee was appointed. There was also a Royal Commission for South Australia, and a Commissioner in London. A guarantee fund was established, connected with which were fifty-seven promoters, who became guarantors for amounts varying from £5,000 to £100, the larger amount standing opposite the name of the Chairman of the Committee, Sir Edwin Smith. As the proposal had such substantial and influential support, the Parliament hardly hesitated to do the little that was requested, and from their inception the proceedings went forward with vigour and confidence.

Meanwhile, the Colonial and Indian Exhibition held in London during the year 1886 furnished an opportunity for showing in the world's metropolis what a remote dependency had to display, and at the same time yielded some valuable experiences. Sir S. Davenport, a veteran colonist who had the benefit of previous treatment of such matters, was the South Australian Com-

missioner, on whom devolved the chief responsibility, and his arrangements made the Court under his charge one of the most successful features of the Exhibition. He had not only brought together a number of show-cases, but so utilized the space at his disposal as to represent the natural scenery of the country, its aboriginal condition and inhabitants, the improvements effected by colonization, and the abundant natural resources and products of the land. The effect of the whole was exceedingly impressive and greatly admired.

The Adelaide Exhibition was opened by His Excellency Sir William Robinson on June 21, 1887—the jubi-

The Exhibition itself was only a text, a sample, a hint. What was collected within the building was a mere circumstance to the scene without. From the summit of the dome the eye ranged over a goodly city, guarded by the encircling hills, speaking eloquently of mercantile activity. Three millions of acres under the plough; cattle and sheep in numbers that seemed fabulous; vines, olives, fruit-trees, gardens—all appealed to the imaginations of beholders in their several ways, and produced a strong impression.

While this was the central feature, and, as it were, the culmination of the Jubilee festivities, it was by no



SOUTH AUSTRALIAN EXHIBIT AT THE COLONIAL AND INDIAN EXHIBITION, HELD AT LONDON IN 1886.

lee of Queen Victoria's Accession Day—and closed on January 7, 1888, between which dates it was visited by three-quarters of a million persons. The central and permanent building had a floor-space of 85,000 square feet, and the entire area covered by the Exhibition premises and annexes was 18½ acres. In all respects the Exhibition was a conspicuous success. It attracted exhibits, exhibitors, and spectators from the adjacent colonies and all parts of the world, many of whom confessed it to be a revelation to them of the possibilities that were latent in a colony that, with so small a population, had so much of variety and excellence to show.

means the whole. Celebrations of many kinds took place, in which local and imperial sentiments were blended. Among the most noteworthy was a gathering of 13,000 children on the Park Lands near Montefiore Hill, which was witnessed by a concourse of 30,000 spectators. To every scholar in the public-schools of the province a New Testament was given bearing the autograph of Queen Victoria, the gift being that of Mr. J. H. Angas. An intercolonial Medical Congress was held, under the presidency of Dr. J. C. Verco, himself a native of South Australia. Advantage was taken of the large gatherings in Adelaide for this and other reunions. In Sep-

tember an International Temperance Convention was held, and during the following month the first Inter-colonial Conference of Chambers of Manufactures was held in Adelaide. Most of the religious bodies which were organized in 1837 had their own celebrations. The Methodists initiated a Jubilee Fund, which reached £14,000, and, among other demonstrations, paraded 4,000 Sunday scholars for a special festival. Dr. Dale, of Birmingham, gave interest to meetings of the Congregationalists. Cardinal Moran and other prelates assisted in the investiture of Archbishop Reynolds with the pallium, and other religious bodies had great demonstrations. The Jubilee spirit ran high, and found free expression in many ways during the Jubilee year.

THE SILVERFIELDS.

Nothing that occurred during the administration of Sir William Robinson had nearly so much effect on the fortunes of the colony as the discovery and development of the magnificent silver-mines of the Barrier Ranges. Though, politically, the region belongs to New South Wales, geographically and commercially it is a part of South Australia. The distance from Broken Hill to the sea-board at Port Pirie—the nearest port—is 253 miles; from Adelaide it is 333 miles, in both cases by rail; but from Sydney it is about 600 miles in a direct line, part of the way lying through an arid and almost uninhabited waste.

The opening of this wealthy region to enterprise, industry, and trade synchronized very closely with Governor Robinson's term of office, for Broken Hill was pegged out in the year of his arrival, and its value having been demonstrated, the railway was opened before his departure.

The argentiferous region was known to be extensive long before its surprising richness was suspected. A well-sinker, appropriately named Nickel, found veins of galena while sinking a well on the Thackeringa station, and pegged out a 400-acre claim in 1875. The following year Umberumberka was the scene of fresh discoveries, and others followed. In the early eighties Silverton had become a place of some importance and more promise; but in 1883 Mr. Charles Rasp, a boundary-rider on the Mount Gipps Station, observed indications in the "Broken Hill paddock" which led to the formation of a syndicate, which was merged into the Broken Hill Proprietary Company, to work what proved to be the richest deposit of silver ore in any part of the world. The impulse that was thereby given to South Australian trade and industry, the splendid returns that were received by fortunate investors, and the augmentation of both public and private revenue in consequence, have continued to operate ever since, apart from the artificial prosperity, and re-action thereupon, connected with the silver boom and stock exchange speculations.

GOVERNOR KINTORE.

The Right Honourable Algernon Hawkins Thomond Keith-Falconer, ninth Earl of Kintore, was born in 1852. After the usual scholastic course he entered at Cambridge, where he took the degree of M.A. In 1873 he married Lady Sydney Charlotte Montagu, third daughter of the Duke of Manchester. He succeeded to the title of Earl of Kintore on the death of his father in 1880, and also held the titles of Lord Falconer of Halkerton, and Lord Keith of Inverurie, besides which he was G.C.M.G. In 1886 he was Captain of Her Majesty's bodyguard, and was sworn in as a member of the Privy Council, and was also Deputy-Lieutenant for Aberdeen and Kincardineshire.

Lord Kintore's appointment was one of a number that were made by the British Government about the same time, which were interpreted as indicating the adoption of a new policy in relation to colonial Governorships. In place of military or naval officers, or officials drawn from the higher ranks of the public service, a selection was made from the nobility of Great Britain. Rightly or wrongly, the action was regarded as denoting an intention to pay a tacit compliment to the colonies, to counteract a growing disposition to assert the right to be consulted in such matters, and to develop cordial relations between them and the mother country. In the

case of the Earl of Kintore these objects were attained, whether designedly or not. There had been a feeling that some opportunity should be afforded to ascertain that an appointment would be acceptable to the colonists before it was finally decided upon, which threatened to produce friction. It was realized, however, that His Excellency's rank and social status were all that the colony could expect, and the only question in some minds was whether the lack of administrative and colonial experience would prove a drawback, but even this slight apprehension was speedily abandoned. There was nothing but cordiality in the welcome which the Earl and Countess of Kintore, with their family, received when they arrived in April, 1889, and the satisfactory relations then established were continued unbroken for the six following and eventful years. There was, indeed, more than usual demonstration in the reception ceremonies, amounting to popular enthusiasm. The echoes of the Jubilee had scarcely died away, and the close of the ninth decade of the century was a time of much promise, as well as of general prosperity. The quantity of wheat exported in the year 1890 was 7,775,805 bushels, and of flour 66,632 tons. These were not record figures, but they may serve to show the productiveness and profit of the agricultural industry in

what was not an exceptional year. The quantity of wool exported in the same year was 53,593,168 lb., less by nearly nine millions of pounds than in the previous year, but more than in 1887. As to minerals, the output continued to bring in a strong and steady stream of wealth, both from local mines and the enlarging yield of the silver mines on the Barrier.

Notwithstanding the cheerful aspect, there were clouds gathering on the horizon, and trouble was approaching from causes which South Australia could not control. In the Eastern colonies, and especially the capitals of Victoria and New South Wales, an artificial inflation was going on, by means of which the appearance of progress simulated the reality with so much

merce were closed. Business in several lines was well-nigh paralyzed, and the privations of many thousands of families belonging to wage-earners who went on sympathetic strikes, besides those who were concerned in the original quarrel, were of a most serious character.

When the silver-fever was at its height it was remarked that only one of three things could check the prosperity of Broken Hill, and affect the interests of those who were depending upon it—a strike, a fire, and the depreciation of silver. Unfortunately, all three of these possibilities occurred, though not exactly in the order named. The fire belongs to a more recent period, but the depreciation of silver was more than a temporary calamity, and in 1892 the strike took place, which not only wrought immediate damage, but produced permanently disastrous results.

Following hard on these adverse conditions and experiences there came the wave of financial embarrassment which swept over South Australia, though it had its origin elsewhere. As previously observed, the land-boom had created a situation throughout Australia which could not continue, and was certain to eventuate in a collapse. It came in 1893, in which year twelve Banks closed their doors, either for reconstruction or liquidation, and the Adelaide branches of several of them were involved in the general difficulty. The Bank of Adelaide, however, was one of the few that weathered the storm without resorting to any such measure. Of course financial institutions of all kinds, building societies, and the like, suffered severely, and the losses by private individuals were beyond enumeration.

Out of the stress and strain which made the period memorable there ultimately emerged beneficial results. Institutions that were weak in their foundation and unsound in their principles were weeded out. Retrenchment in the public expenditure was effected, and arrested the waste of wealth. A better system of finance was introduced, and when recuperative energy had done its work there was improvement everywhere. Necessity, as usual, proved a hard task-master, but under its constraint fresh sources of wealth were opened up and energetically worked.

One of the methods adopted in order to relieve the great and general distress among the working classes was the establishment of village settlements, chiefly on the banks of the Murray. Several things concurred to induce the trial of this experiment. The movement which resulted in a considerable exodus from various parts of Australia to "New Australia" in Paraguay attracted much attention, and socialistic or communistic ideas were in the air. Employment was scarce, and relief in some form imperative. The banks of the Murray offered special facilities. The science of irrigation, as applied to Renmark, gave goodly promise. There was water in abundance, fuel to be had for the cutting, fish in the river, and rabbits in unlimited numbers on the land,



Hammer & Co., GOVERNOR KINTORE.

Adelaide.

success as to deceive the wisest and shrewdest financiers. Public and private borrowings on an extensive scale irrigated the several industries with foreign money, as though the river of Pactolus had been turned on, leading to prodigality in expenditure and the rapid accumulation of debt.

Early in 1890 a local trouble occurred at Moonta by a strike of 500 miners, which produced much distress in the population of the Peninsula town, but it was only a prelude to the most serious and widely-extended struggle of the kind Australia has ever known. During the same year the great maritime strike took place, which involved the shipping interests and everything connected with them throughout the whole of Australasia. For a time many of the ordinary avenues of trade and com-

while the climate was pure and the soil sufficiently fertile. The Government gave access to the land, and assisted in other ways. Kindly-disposed citizens rendered substantial help. Each settlement was practically self-governing as to its internal affairs, and half a score of them were founded in a short time. They flourished for a short time, and tided the settlers over a difficult period, but in a few years one after another was given up, and the experiment, as a whole, was a costly failure.

Of greater advantage at this juncture was the series of gold discoveries in Western Australia. A fair amount of the most successful prospecting, and of enterprise in testing reported discoveries, was done by South Australians, and brought its legitimate reward. Many hundreds of them found their way to the western colony, and obtained remunerative employment. Adelaide firms extended their business connections in that direction with advantage, and Kalgoorlie dividends made Adelaide investors glad. Thus, in one way and another, even in times of greatest anxiety and deepest depression, there was no yielding to panic, but rather a stiffening of courageous determination to make the best of the position, to which tangible success was necessarily entailed.

In political matters the period was one of considerable interest. When the Parliament of 1890 assembled, the Premier, Hon. T. Playford, announced as the public works policy of the Government the expenditure of about £3,500,000, including a railway to the Queensland border, and proposed to increase the revenue by raising the amount of the income tax. This Ministry, however, was defeated by Dr. Cockburn, who was supported by advanced Protectionists. A number of charges were levelled against the Playford Government, but the two great questions which chiefly occupied the public mind were those of fiscal reform and the enlargement of the Legislative Council franchise. There was much difficulty in securing a strong following for any leader, and for a time Ministerial changes were frequent, but in 1893 Mr. Kingston succeeded in forming what was called a "Ministry of all the talents." It included three former Premiers—Playford, Cockburn, and Holder—the latter of whom was Treasurer, and held office continuously, with one week's interval, for eight years. Among the more important measures that were passed was the extension of political rights to women, placing them, in that respect, on an equality with men.

Throughout the whole of Lord Kintore's *régime* he manifested deep interest in colonial affairs. He travelled extensively to familiarize himself with them, and identified himself with important social movements. In 1891 he voyaged to Port Darwin, and returned overland *via* the line of telegraph, accomplishing a feat no other Governor has ever attempted—that of crossing the continent from sea to sea.

"On the eve of Lord Kintore's departure," said an Adelaide paper, "it is just to recognize how worthily he has discharged his duty to the Imperial Government and to the colonies, in general compliance with the highest principles. . . . The request from the Colonial Office that he would fulfil the full term of his Governorship is sufficient evidence that he stands well with the Imperial authorities, and the favour with which his compliance with that request was received in South Australia went far to demonstrate the acceptableness of his administration. . . . Lord Kintore has never incurred the reproach of being a party-man. In his administration of affairs he has scrupulously respected the limitations of his office. He has been no intriguer, seeking to turn aside government from its ordinary constitutional course in a free country, demolishing institutions by means of the secret influence of a viceregal court. His relations with the numerous Ministries with which he has had to deal have been not merely amiable but cordial. There is not a Premier that would hesitate to give His Excellency credit for impartiality and fairness. The secrets of the Executive Council have been well kept; the moderating and advisory functions which a Governor may fitly exercise have been performed with marked ability and excellent discretion. Towards the country in general his attitude in South Australia has been that of a wise counsellor and earnest friend. Lord Kintore had been with us during a time of industrial trouble and social unrest, marked by excessive tension between the employing and wage-earning classes. Incalculable mischief could have been done by a meddlesome and partisan Governor; but the power entrusted to His Excellency has never been exercised, save to impress the social obligations which are due from all classes towards all others, to hold up the highest ideal for both rich and poor, and in times of bitter conflict to urge conciliatory measures. Of his many opportunities the Governor has made full use, for the encouragement of all that is best in our national life. Noble humanitarian movements have engaged his warm sympathy, and have been promoted by his kindly help. The splendid national aspiration enshrined in the federal idea has been fostered by statesmanlike addresses, which have appealed to the spirit of our broadest patriotism." This eulogium was heartily endorsed by the public tribute which His Excellency received from the people of South Australia when the time of his departure arrived.

AUSTRALIAN FEDERATION.

During Lord Kintore's term of office the Federal movement assumed a definite form, and advanced to an interesting stage. It had been demonstrated that the Federal Council, which met for the first time at Hobart in 1886, and connection with which was optional, did not in any sense realize the true ideal. This body had no executive functions, control of funds, or other means

of giving effect to its legislation. South Australia sent representatives to one of its sessions, but afterwards withdrew. In 1890 an important forward step was taken at a Conference, consisting of representatives from each of the seven colonies of Australasia, held in Melbourne. This Conference agreed on certain resolutions which affirmed the desirability of union, and recommended that steps should be taken for the appointment of delegates to a National Convention, to consider and report upon a scheme for a Federal Constitution.

In pursuance of the terms of these resolutions delegates were appointed by all the Australasian Parliaments, and in March, 1891, the National Convention commenced its sittings in Sydney, having been convened by Mr. Munro, the Premier of Victoria. Forty-five gentlemen were present, including seven from each of the Australian colonies and three from New Zealand. Sir Henry Parkes, Premier of New South Wales, was appointed President, and Sir J. P. Abbott, Chairman of Committees.

A series of resolutions, defining the principles on which Federation should take place, was moved by the President, and after discussion and amendment were finally adopted in the following form:—

1. The powers and rights of existing Colonies to remain intact, except as regards such powers as it may be necessary to hand over to the Federal Government.
2. No alteration to be made in State boundaries without the consent of the Legislatures of such States, as well as of the Federal Parliament.
3. Trade between the federated Colonies to be absolutely free.
4. Power to impose Customs and Excise duties to rest with the Federal Government and Parliament.
5. Military and naval forces to be under one command.
6. The Federal Constitution to make provision to enable each State to make amendments in its Constitution, if necessary, for the purposes of Federation.

Other resolutions were adopted, outlining the general structure of a Federal organization, and on March 31 Sir Samuel Griffith, as Chairman of the Committee on Constitutional Machinery, brought up a draft Constitution Bill, which, after full consideration by the Convention in Committee of the Whole, was adopted on April 9, and then the Convention was finally dissolved.

Strange to say, no further action was taken to bring this measure into operation. It has been said that there was no popular enthusiasm about the matter, and Parliamentary sanction was not sought in any of the colonies. The explanation is that all the other colonies were waiting for New South Wales, as the oldest and largest partner in the proposed union, to take the initiative. Sir Henry Parkes had championed the cause of Federation, been President of the Convention, and was the acknowledged official leader of the movement. Yet

while Premier he allowed the subject to remain in the background, and when defeated by Mr. G. H. Reid he had lost his chance.

Meanwhile the conviction grew among Federalists that Parliamentary sanction of a Federal Constitution would be a most difficult, if not impossible, thing to secure. To begin with, the pressure of local affairs, to say nothing of party politics, was always liable to cause delay and difficulty. It was also fairly certain that the colonial Parliaments, as such, would probably be prejudiced against sanctioning a Constitution that might be essentially different from their own, and if acted upon would to some extent limit their powers and lower their status. Above all, it was nearly hopeless that fourteen Legislative Chambers, acting independently, would ever reach the point of general agreement. These considerations compelled the conclusion that some special machinery must be set up and employed.

The fact that Federation was a live question outside the ranks of politicians and provincial politics was shown in many ways. Various associations manifested sympathy with the movement, and Federation Leagues were formed in its interests. In 1893 a Conference of delegates from such Leagues and similar bodies in Victoria and New South Wales was held at Corowa—a convenient meeting-place near the border—at which the important suggestion was made to take the subject out of the hands of the Parliaments as far as possible by placing it in charge of a Convention specially elected by the people of each colony for that exclusive purpose.

"This new proposal," says Mr. Coghlan, "attracted the favourable attention of Mr. G. H. Reid, Premier of New South Wales, who perceived that a greater measure of success could be secured by ensuring the active sympathy and aid of the electors, and who brought the principle to the test in 1895. In January of that year he invited the Premiers of the other colonies to meet in Conference for the purpose of devising a definite and concerted scheme of action. At this Conference, which was held at Hobart, all the Australasian colonies, except New Zealand, were represented. It was decided to ask the Parliament of each colony to pass a Bill enabling the electors qualified to vote for members of the Lower House to choose ten persons to represent the colony on a Federal Convention. The work of the Convention, it was determined, should be the framing of a Federal Constitution, to be submitted, in the first instance, to the local Parliaments for suggested amendments, and, after final adoption by the Convention, to the electors of the various colonies for their approval by means of the referendum."

By this method the dignity of the respective Parliaments and their right to have a voice in the framing of the Constitution were conserved, while the entire question of Federation was lifted bodily out of the arena of party politics.

GOVERNOR BUXTON.

Sir Thomas Fowell Buxton, Bart., K.C.M.G. (and G.C.M.G., 1899), was born in 1837, and succeeded to the baronetcy in 1858. He was a grandson of Sir Thomas Fowell Buxton, the first baronet, who was the associate of Wilberforce and others in the great crusade for the abolition of slavery throughout the British dominion, and who also rendered signal service in the reform of the Penal Code. He inherited much of the spirit of his grandfather, together with his name and title. In 1862 he married Lady Victoria, daughter of the Earl of Gainsborough, by whom he had a numerous family; but during the whole of their stay in South Australia her ladyship was a semi-invalid. Sir Thomas entered the House of Commons in 1865, as member for King's Lynn, which constituency he represented for three years. In 1876 he was appointed High Sheriff of Norfolk. He had been a partner in the firm of Truman, Hanbury, & Co., and thus had experience of both political and business life prior to his appointment; but while he was esteemed for his personal character, and his name was familiar from his appearances at Exeter Hall and his connection with philanthropic associations, his acceptance of a colonial Governorship was somewhat of a surprise.

While Lord Kintore was Governor, His Honor Chief Justice Way received a commission as Lieutenant-Governor, in recognition of his distinguished services, and the administration again fell into his capable hands during the six months' interval which took place before Governor Buxton arrived. In this connection it may be proper to state that the Imperial authorities, having decided to appoint a Supreme Court Judge on the Judicial Committee of the Privy Council, the choice appropriately fell upon His Honor, who received his appointment in January, 1897, and left for England to enter on the duties of the position in March of the following year. He was accordingly present at the London celebration of the record reign, and two years afterwards the honour of a baronetcy was conferred upon him.

The years 1896 and 1897 were distinguished by several important events. In the former, the first election took place in which women took part as voters, and in the latter the Federal Convention was opened in Adelaide. Besides these events, which may be reserved for separate treatment, there were others of a noteworthy character. The State Advances Act was brought into operation, and the State Bank established. The ill-fated Calvert expedition was dispatched to explore the country north-westward, two of the members of which subsequently perished of thirst. The rapid extension of Adelaide and the suburbs had necessitated an increased water supply, and the Happy Valley scheme, which involved tunnelling for five miles through two ranges of hills, had been entered upon some years previously.

From that source an ample supply for present and prospective needs was obtainable. The entire cost was half-a-million, and the works were formally opened by the Governor on August 7, 1896.

In the long list of notable South Australians it would be difficult to name two who were more prominent and useful in different ways than Sir Thomas Elder and Sir Henry Ayers, both of whom died in 1897. The former, as a pastoralist, had the largest interests and the widest influences. He introduced breeding camels, which made travel and traffic in many parts of the interior possible, and was the promoter of numerous exploring expeditions. His large benefactions to the University and other worthy institutions were of great public service, and in his will he left a bequest of £155,000



Hammer & Co.,

Adelaide.

GOVERNOR BUXTON.

to be devoted chiefly to educational, religious, and charitable objects. The latter was for many years the foremost man in the political arena, without whom any Ministry seemed incomplete, and who wielded an influence second to none. He held a recognized position in the business world, and was associated with the management of important public concerns. Thus the two were, in a sense, complementary to each other, and their decease was felt to be a public loss.

In September, 1898, Sir Fowell Buxton and family left for England, with the announced intention of being absent six months; but in December of that year His

Excellency decided not to return to the colony, and tendered his resignation. It was understood that the state of Lady Buxton's health was the cause of this decision, and much sympathy with the afflicted lady was expressed. The Governor had ingratiated himself with all classes by his free, natural, and unostentatious manner, but the circumstances prevented any public demonstration in the nature of a farewell.

When His Excellency left for England, an Adelaide paper said:—"Several years of Sir Fowell Buxton's term of viceregal office have yet to run, and until the time of final leave-taking arrives there is no need to attempt a formal review of his administration. The break caused by his temporary absence is nevertheless a fitting occasion to refer to the dignity and efficiency with which for three years he has discharged the constitutional and ceremonial functions of a Governor. The office was new to him, and some branches of the work involved difficulties which required delicate and skilful handling, but Sir Fowell Buxton has succeeded in maintaining the best relations with the Government as well as with the people of the colony, while at the same time holding the honoured traditions of his exalted office as the representative of His Majesty. The popularity he enjoys in the province is of the highest kind, for it is based not merely on his observance of constitutional requirements, about which a self-governing community is invariably jealous; but also to the very large and sincere interest he has taken in our affairs, our institutions, social life, and aspirations. If confidence has been deserved by his scrupulous respect for our constitutional rights and liberties . . . regard has been won by the manner in which he has identified himself with the broadest interests of the country. . . . The purity of Queen Victoria's Court has been reflected at Government House, and both by Sir Fowell and Lady Victoria there has been an active participation in religious and philanthropic movements, and unceasing personal beneficence on their part." This characterization will fully explain the regret with which the intelligence of His Excellency's resignation was received.

ADULT SUFFRAGE.

It has been stated that the women of South Australia first exercised their franchise as electors at the general election in 1896, and as the movement of which this was the culmination had a wide range of influence it will be appropriate in this place to trace its origin and successive stages.

As the result of a visit from a "round-the-world missionary" of the American Woman's Christian Temperance Union—Mrs. Clement Leavitt—in 1886, a Branch of that organization was established in Adelaide. From the outset the work undertaken by the Union was divided into "departments," to each of which a "Superintendent" was appointed. At a very early period "franchise" was among the number, and in the

reports for 1887 and 1888 the subject was referred to in decided terms. The report stated: "We believe that those who obey the laws should have a voice in making them. Statistically, women in the world constitute more than two-thirds of our Church members, and less than one-fifth of our criminals. Thus the majority of women may be confidently expected to vote on the side of peace, morality, and good order. Therefore, woman suffrage is expedient. We rejoice in the steady growth of public opinion that immediate and unconditional enfranchisement is the right of every qualified woman, and its establishment is the duty of every man."

Considerable impetus was given to the W.C.T.U. movement by a visit from Miss Jessie Ackermann, who addressed large meetings, and formed Branches of the Union in many parts of the colony. Meanwhile, as the result of a meeting held in Adelaide on July 20, 1888, a "Woman's Suffrage League" was formed. From that time the agitation continued in the quiet and persistent way which ensures ultimate success, and while the "League" had the matter directly in charge, the "Union" contributed workers and motive-power.

Omitting earlier efforts to secure legislative action, which only met with partial success, the critical stage was reached in 1894, when a Bill was brought before Parliament by the Government, granting the suffrage to women on the same terms as were enjoyed by men. As originally drafted, this Bill conceded to women the right to vote, but did not include the further right to legislate. The Legislative Council, however, introduced amendments, the effect of which was to do away with any distinction between the sexes as to their political status. It was understood at the time that the object was to prevent the passing of the measure, by making it too sweeping for acceptance by the Government or the House of Assembly. Contrary to any such expectation, the Bill passed without any further amendment in December, 1894, and in February of the following year a cablegram was received announcing the Royal assent. Accordingly, on April 25, 1896, when the general elections throughout the province were held, the women of South Australia had the first opportunity of exercising their newly-won privilege.

During the preceding electoral campaign the coming of the new element into the field of active politics necessarily attracted a large amount of attention. Women attended public meetings, which as a general rule were more orderly because of their presence. In no instance were they made to feel out of place, and not a single complaint on that score was heard. They were carefully instructed in the routine of their duties by the Press, and special meetings were held in their interests. On polling-day they gave proof that they prized the extension of political power, for 66 per cent. of those who were on the electoral rolls attended the polling-booths, where the necessary business was transacted with per-

fect propriety. As Mr. Coghlan remarks: "The result of the elections showed that all the fears expressed by the opponents of the measure were wholly without foundation."

Down to the present time there has been no lady candidate for a seat in the local Legislature. Adult suffrage is a commonplace in the political life of the State, accepted on all hands as natural and right. The effect of the action taken, however, was not limited to South Australia. Other States, noting its success, were led to follow the example. At Commonwealth elections, in the first instance, the electoral laws of the several States were acted upon; but when the time came for uniformity, the disenfranchisement of a large body of electors was clearly unreasonable, and hence the Federal franchise was arranged on the most liberal principles in operation in any State. The conquest of adult suffrage in South Australia, therefore, finally resulted in the embodiment of that principle in the electoral laws of the Australian Commonwealth.

THE FEDERAL CONVENTION.

Reference was made in a previous paragraph to the Hobart Conference of Premiers in 1895, at which it was agreed to obtain Parliamentary sanction for a specially-elected Convention, for the purpose of framing a Federal Constitution. An unofficial gathering of delegates from various Australian organizations, which was styled a "People's Federal Convention," was held at Bathurst in 1896. It discussed the Commonwealth Bill of 1891 in detail, and by the enthusiastic earnestness of those who took part in it, as well as their number and representative character, furnished valuable evidence of the public interest in the movement.

During the Parliamentary sessions of the same year Enabling Acts were passed by New South Wales, Victoria, South Australia, Tasmania, and Western Australia, which were brought into operation by proclamation on January 4, 1897. New Zealand, though represented in the 1891 Conference by Sir George Grey, Sir Harry Atkinson, and Captain Russell, had decided against joining the Australian Colonies, and Queensland held aloof from the movement, its principal difficulty being occasioned by the question of representation, the interests of the several parts of the colony being exceptionally diverse.

In South Australia much interest was manifested in the election of the Convention delegates, and there was a keen contest. For the second time women voted as well as men. The Convention, consisting of fifty delegates, representing all the Australian colonies but Queensland, met in Adelaide in March, 1897. The Hon. C. C. Kingston, Premier of South Australia, was elected President, and Sir Richard Baker, President of the Legislative Council of South Australia, Chairman of Committees. Mr. Edmund Barton, Q.C., who had taken

much active interest in the Federal movement, was appointed Leader of the Convention.

The business of the session closed on April 23, when a draft Bill was adopted for consideration by the several Parliaments, and at a formal meeting on May 5 the Convention adjourned till September 2. On that date the delegates re-assembled at Sydney, and took into consideration the suggestions for amendment made by the Legislatures of the various colonies. During the proceedings an intimation was received that Queensland desired to enter the proposed union. There was, of course, a very strong disposition to make the Federation complete, so far as Australia was concerned, and to meet the case of the northern colony, as well as to give further opportunity for considering the Bill and the various suggestions, the Convention was again adjourned.

The third and final session was opened at Melbourne on January 20, 1898, Queensland being still unrepresented, and after further consideration the Draft Constitution Bill was adopted on March 16, for submission to the people. This Bill followed generally in its provisions the lines of that which was adopted in 1891, but there were a few important alterations. It was favourably regarded in Victoria, South Australia, and Tasmania, where there were large majorities in favour of its acceptance when the referendum was taken. In New South Wales, however, it met with unexpected opposition on several grounds, including that of the site of the capital of the Commonwealth, which a strong party believed should be Sydney. The opponents of federation had succeeded in introducing a clause in the Enabling Bill providing that at least 80,000 affirmative votes must be cast at the referendum to secure the acceptance of the Commonwealth Bill, and the result was that, despite a considerable majority, the measure was lost. The voting was: For the Bill, 71,595; against, 66,228. Western Australia did not vote, its Enabling Act only provided for joining a Federation of which New South Wales formed a part.

The result of this was that a good deal of the work had to be done over again. The New South Wales Legislature formulated a series of amendments, and these were submitted to a Conference of Premiers at Melbourne in January, 1899. The delay was not altogether a disadvantage, for in Queensland a *modus vivendi* had been found in the meantime, and that colony was represented at the Conference. As the result of this Conference a compromise was agreed upon. Certain amendments to the Bill were agreed upon by the Premiers, for submission to their respective Parliaments, one of which was that the Federal capital should be in New South Wales, not less than a hundred miles from Sydney, and that meantime the seat of government should be in Melbourne. The New South Wales Parliament having accepted the Bill as amended, a second referendum was taken on June 20,

1899, when the voting was: For the Bill, 107,420; against, 82,741. Victoria, South Australia, Queensland, and Tasmania also accepted the amended Bill, as did Western Australia in the following year.

The work of the Convention, which had thus run the gauntlet of twelve Legislative Chambers, and a number of referenda, had still to be dealt with by the Imperial authorities. It received high commendation from

statesmen and jurists as a great work of constructive legislation; but there were certain points, the most important of which related to appeals to the Privy Council, on which the Home Government desired amendments. Eventually a compromise was effected, that was satisfactory to all parties, and, without any material alterations, the Bill received the Royal assent on July 9, 1900.

GOVERNOR TENNYSON.

The Right Hon. Hallam Baron Tennyson, G.C.M.G., LL.D., D.C.L., etc., etc., is the eldest son of Alfred Lord Tennyson, Poet Laureate, whose name is familiar wherever the English language is read or spoken. He was born on August 11, 1852, and succeeded to the title on the death of his father in 1892. Though it was understood that he had no previous experience of official life, other appointments had proved that this was not

portance. Two subjects were evidently prominent in His Excellency's thoughts, and were frequently referred to at suitable opportunities in his public addresses—the moral training of the juvenile portion of the community and the duty of the colonists to the aborigines.

Lord Tennyson's term of office was distinguished by events in which South Australia shared with other colonies and more distant parts of the Empire, rather than by exclusively local affairs. The South African war, with its development of patriotism and military ardour, was one of these. The Commonwealth celebrations, accompanying the birth of a new nation, coincidently with the beginning of a new century, followed. Then came the lamented death of Queen Victoria, and the accession of King Edward. The series may be said to have closed by the festivities in connection with the Royal visit, when the Duke and Duchess of York were received with every demonstration of popular enthusiasm.

His Excellency's connection with South Australia was exceedingly happy, and all too brief, for in July, 1902, in consequence of the resignation of Lord Hoptoun, he was appointed Acting Governor-General of the Commonwealth. It was written at the time that "His Excellency's departure from South Australia cannot be other than a public loss. He came to us unknown, except as the bearer of a great name. Fortunately, he possessed that native tact and that never-failing urbanity which often supersede the need of experience, and in the case of a viceregal representative are qualities of incalculable value. No Governor could have been better equipped for the duties of the office. . . . Although so readily and completely mastered by His Excellency, it by no means follows that the viceregal duties are light. There has been practically no limit to the field of his benevolent influence, and it will not be easy to enumerate the movements of all kinds—philanthropic, educational, social, and artistic—which he has visibly promoted by his patronage and co-operation. His active, earnest, and unselfish interest in the welfare of the State has endeared him to all classes, and perhaps the most gratifying reflection which the occasion suggests is that, as may be gathered from his recent speeches, his stay in South Australia has been as pleasant to His Excellency as to ourselves."

In 1903 Lord Tennyson was appointed Governor-



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GOVERNOR TENNYSON.

necessarily a material drawback, and on his arrival in Adelaide on April 9, 1899, he received a genuine and popular welcome. He was appreciated beforehand as the son of his father, and on account of his own reputation for ability. Both Lady Tennyson and himself speedily showed the faculty of adaptation to new conditions. They entered heartily into the social life of the community, took great interest in existing institutions, and initiated new philanthropic schemes of much im-

General, but could not be induced to retain the position for more than one year. In the wider sphere and higher office he became as popular as he had been while Governor of South Australia, and there was universal regret that he was unable to prolong his sojourn under the Southern Cross.

THE CONTINGENTS.

Prior to the outbreak of hostilities in South Africa the quarrel between the Boers and the British excited much public attention. Apart from any merely national sentiment it was felt that the subject was one in which

thusiasm in the first offer to send a contingent of troops. The Boer ultimatum took effect on October 11, 1899. Within the next few days several actions were fought with varying results. The first contingent, consisting of 127 officers and men, was raised on October 11, and dispatched on November 2, under Captain F. H. Howland. This contingent, after reaching Belmont, formed portion of the Australian Regiment under Colonel J. C. Hoad, of Victoria, and afterwards with the Second Contingent formed the South Australian Mounted Rifles.

The first contingent was followed about two months afterwards by a second, consisting of 121 officers and men, with 140 horses and mules, under Captain C. J.



DEPARTURE OF THE SECOND CONTINGENT FOR SOUTH AFRICA, JANUARY, 1900.

the colonists were legitimately interested. Among the "Uitlanders" who complained of their deprivation of political rights and the tyrannous acts of the Transvaal Government were some formerly prominent Adelaide citizens, whose representations were received with much indignation. Added to this was a conviction that the integrity of the Empire was at stake, for if the peremptory demands on the British Government were conceded, and Boer ascendancy established, the result would be fatal to British power in South Africa and produce disastrous consequences.

Accordingly there was promptitude as well as en-

Reade. The Third Contingent of "South Australian Bushmen" embarked in March, 1900; then followed three contingents of "Imperial Bushmen," and three more of "Commonwealth Horse." In all, nine contingents were dispatched from South Australia, numbering in the aggregate 1,521 officers and men, and also 1,235 horses and mules.

As the raising of these contingents was spread over a period of more than three years, it is evident that the public sentiment, of which they furnished a tangible expression, was no mere flash in the pan. Moreover, while the public exchequer provided for most of the expen-

diture, the private efforts were on a scale that is pleasantly suggestive. The South Australian Bushmen's Corps was equipped solely from funds raised for that purpose, the total of the subscriptions amounting to over £7,000. According to a report from the Staff Office, "During the three weeks under canvas in Adelaide these volunteers from the bush were supplied with the best provisions of all descriptions. Even their daily bread was supplied gratuitously. Reading matter, books,

While it can hardly be said that a real war fever ever laid hold of the population, there is no doubt that enthusiasm ran high, and the demonstrations which took place on the departure of the several contingents were of a very remarkable character. In Adelaide, on such occasions, there were all the usual tokens of a public holiday, decorated buildings and swarming thousands in the principal thoroughfares making movement difficult. To take a particular instance, when the first mounted contingent paraded King William Street in January, 1900, on the eve of its embarkation, its passage resembled a kind of royal progress, and the river of khaki had to flow slowly through the surging and shouting mass of sympathizers, for fear of accidents.

As to the behaviour and general efficiency of these men in the field, numerous testimonies might be quoted, but the following from General Netlaton may suffice:—"It gives me great pleasure to tender my tribute of praise on behalf of the splendid work performed by the South Australian Bushmen serving under me. Their courage was of the highest order, and no matter how great the hardships they were called upon to face, I never heard a complaint during all the time they were with me, always cheery, always well-disciplined, and at all times generous to their foe, gentle to the women and children. I cannot conceive any body of men of whom a commander has greater reason to be proud. The mother country has indeed good reason to thank your colony for sending such a fine contingent." This unstinted eulogy of South Australians may sustain their claim to a full share in Lord Roberts' still higher praise of the Australian forces generally:—"Heroes in the field, and gentlemen everywhere."

It would not be appropriate to enter here into the questions of the effect produced in Great Britain and elsewhere by the rally of the colonies to the mother country in her time of need, but it may be observed that on the colonies themselves the influence was deep, and likely to be permanent. Imperialism and Imperial relations acquired a new significance. The share of Australians in the war movements tended to produce a deeper seriousness in the Australian character. The losses that were sustained on the battle-field, and as the result of sickness, operated in the same direction. It was felt that the men who had served and suffered were worthy to be kept in remembrance, and of this consciousness the noble equestrian statue on North Terrace was the outcome. As a record it is valuable, and at the same time, thanks to the artist's genius and skill, it is impressive as a representation of the true Australian bushman on military duty, and the typical Australian horse. Though no invader's foot has hitherto trodden Australian soil, its unprotected state has often been represented as inviting attack. The record of Australians in South Africa, however, indicates that it is not quite so defenceless as has been assumed.



Photo by H. Kriehock.

NATIONAL MEMORIAL.

magazines, etc., were also forwarded from all parts. Entertainments of all kinds were accorded to this, 'The People's Own Corps,' and each man was the recipient of a 'housewife,' containing the necessities of a handy man in camp, the gift of Lady Tennyson. The members of this contingent were all experienced bushmen, and with two or three exceptions had had no previous military experience. They were all over 25 years of age, and stood the hardships of the campaign remarkably well."

ROYALTY AND THE COMMONWEALTH.

Sydney may be said to have set the pace for the long round of festivities which were the distinguishing feature of 1901. On New Year's Day, the first day of the century, the inauguration of the Commonwealth took place in a specially-erected pavilion at Moore Park, and the pageant was more elaborate and splendid than anything previously witnessed. Military detachments representing various departments of the Service gave brilliancy to the long procession as it passed between gaily-decorated streets and under triumphal arches, and the entire scene was most imposing. There were cele-

From Melbourne the Royal party proceeded to Brisbane, and thence to Sydney, receiving an enthusiastic reception in both cities. New Zealand was next visited, and Adelaide was reached on July 9. Great preparations had been made, both publicly and privately, to do honour to the Duke and Duchess. The elaborate programmes provided elsewhere made it difficult to invent novel features, but there was one original item—the release of a thousand pigeons simultaneously as the Royal carriage entered Victoria Square. For a week the festivities were continued, and the Adelaide welcome was of a very hearty as well as brilliant character.



Photos by H. Kriehock.

C. E. Stamp, Artist.

brations of the event in Adelaide and other cities, but they were of local interest only, whereas in Sydney representatives from all parts of Australasia were assembled to be feted, banqueted, and all but surfeited with demonstrations by day and night.

The turn of Melbourne came in May, when His Royal Highness the Duke of York, who was accompanied by the Duchess, opened the Commonwealth Parliament, which had been elected in the meantime. This great historical event took place in the Exhibition Building, and was central to gaieties of all kinds, associated with demonstrations by day and night, in which it was evident that the Victorian capital was determined not to be outshone by any rival.

OFFICIAL CHANGES.

The transfer of several of the ablest and most experienced politicians from the State to the Federal Parliament involved Ministerial and other alterations. Reconstruction of the Holder Ministry was necessitated by the resignation of the Premier, who had been elected to the House of Representatives, of which he became the first Speaker. Mr. Jenkins became Premier, and the Treasurership was taken by Mr. R. Butler.

Among the arguments used by advocates of Federation was that of economy in administration. Certain departments would be transferred from the State to the Federal Government, and important questions of

policy would also be dealt with in the Federal, instead of the State, Legislature. It was, therefore, urged that the new expenditure involved in setting up and operating the Federal machinery would be counterbalanced by a reduction in that of the State establishments. Though all this seemed reasonable, it was, as a rule, carried into effect, in some of the States, slowly and reluctantly, no action whatever being taken until the loudness and persistency of popular clamour made it practically compulsory. The Parliaments were in no hurry to carry self-denying Acts which, for a section of the members, rendered political suicide inevitable; and though members of Cabinets were relieved of some of their duties, they were in no haste to relinquish their offices. South Australia, however, was a notable exception. The Jenkins Ministry did not wait for a general outcry to be raised. In 1901 a "Constitution Amendment Act" was passed, and on April 1, 1902, the number of Ministers was reduced to four. The Hon. L. O'Loughlin and Mr. T. H. Brooker voluntarily retired, and a re-arrangement of portfolios followed. A reduction took place, also, in the number of members of both Chambers of the Legislature.

When Lord Tennyson became Acting Governor-General of the Commonwealth the duty of administer-

ing South Australian affairs once more devolved on the Lieutenant-Governor, Sir Samuel J. Way. During the previous quarter of a century he had so frequently performed the duties of the office that they were entirely familiar to him. At the request of the Ministers, his tenure of the position was prolonged until July, 1903, only a fortnight less than a year. The condition of the public finances was, at the time, causing much anxiety. Retrenchment in the administration and the Legislature was being followed by economies in expenditure, where practicable, and Sir Samuel voluntarily relinquished the half of the vice-regal salary to which he was entitled. The excited conditions which had prevailed during the South African war, and the sense of exhilaration which was observable when the Commonwealth was inaugurated, kept alive by the gaieties of the Royal visit, had quieted down. Some measure of reaction was to be expected, but by the middle of 1903 the return wave had spent itself. An adjustment to the new conditions had taken place, and the improvement in agricultural and pastoral pursuits which followed the breaking-up of the protracted drought, had distinctly asserted itself by the time Governor Le Hunte arrived on the scene.

GOVERNOR LE HUNTE.

Sir George Ruthven Le Hunte, K.C.M.G., the popular Governor of South Australia, and Honorary Colonel of the South Australian Infantry Regiment, is a descendant of an ancient Irish family, his ancestors having been settled at Artramont, in the County of Wexford, for more than two centuries and a half. The name of the chief town, which is that of the county itself, is inseparably associated with the sanguinary methods adopted by Oliver Cromwell in dealing with the Irish difficulty of his time. The "Sack of Wexford" followed close upon the massacre of Drogheda, and for neither of these transactions can Mr. John Morley—Cromwell's latest biographer—find much justification or excuse. Sir George was born at Artramont, on August 20, 1852, and is the only surviving son of his father, the late George Le Hunte, Esq. He was educated at Eton, and afterwards entered at Trinity College, Cambridge, where he took the degree of B.A., with honour in Law and History, in 1873. Seven years afterwards he took the degree of M.A., and was called to the Bar of the Inner Temple in 1881. Besides these academic distinctions Sir George is an M.A. (*ad eundem*) of the Universities of Durham and Adelaide; he became a member (non-resident) of the Bar of New South Wales in 1884, during his official connection with the Government of Fiji, and he is also a Vice-President of the Society for the Propagation of the Gospel. From this bare outline it is evident that during his earlier

life the future Governor acquired a comprehensive and adequate equipment for the Department of Public Service in which he has spent so many years. His first appointment as an officer of the Colonial Empire of Great Britain was that of second Private Secretary to the Hon. Sir Arthur Hamilton-Gordon, K.C.M.G., who now wears the title of Lord Stanmore, the first Governor of Fiji. The entrance of this island nation—a miniature empire in itself—into the world-embracing circle of British possessions is one of the romances of colonization. In ages yet to come the story will be told of the emergence of a cannibal and savage people into a condition of intelligence and order; of the conquest that was achieved by missionaries and the Truth, more extensive than any that could have been effected by fire and sword; of the petitions addressed to Great Britain seeking for the protection of its laws and the justice of its administration; of the hesitation to make a favourable response which was prolonged over fifteen years; of the joy with which chiefs and tribes alike received the news that their desire was granted; and of King Thakombau's characteristic present of his war-club as an offering to Queen Victoria. Obviously, the transition period which immediately followed the cession of Fiji was one of extreme delicacy and difficulty. To swear allegiance was easy, but to change rooted habits and customs, to advocate new principles and introduce new ideas, was another matter. There were occasional outbreaks of sav-

age ferocity, and relapses into the horror of cannibalism and devil worship, but the wise and judicious rule of Sir Arthur Hamilton-Gordon, in which he was sustained by his official staff, reduced the number to a minimum. In this important work Sir George Le Hunte was engaged for twelve eventful years, during which period he filled different and responsible positions. He obtained a thorough insight into the native character, and a complete command of the language. The thoroughness of this was shown twenty years after he had left that part of the world, when a deputation of Fijians, visiting the Government House in Adelaide, found that the Governor could converse with them as fluently as they could with each other, and appreciate the fine shades of distinction in their relative positions and social rank. During his connection with Fiji, Sir George visited a large portion of the Western Pacific as Judicial Commissioner for the High Commission, being conveyed in H.M.S. "Espiegle," which was then commanded by Captain Bridge, R.N., who as Admiral Sir Cyprian Bridge was afterwards Commander-in-Chief of the Australian Naval Squadron. From the Southern Pacific His Excellency was transferred in 1887 to the North Atlantic, and spent the next ten years of his life in the West Indies. His first appointment was that of President of Dominica, which is part of the Leeward Islands, lying between the French possessions of Guadeloupe and Martinique. It is a Crown colony, administered by a Governor and a nominee Council of twelve members, and as French is spoken by two-thirds of the inhabitants, the position of Governor is one requiring considerable tact and resource. In 1894 Sir George was transferred from Dominica to Barbadoes, his title being that of Colonial Secretary, but he held a dormant commission as Governor, and administered the government there for three years. Barbadoes is geographically one of the group of Windward Islands—so called in reference to the trade winds—of the West Indies, and has a population of about 200,000. Its importance is enhanced by its having been chosen as the headquarters of the British troops in the West Indies, and it has an Imperial Garrison. From Barbadoes His Excellency was transferred to the island of Mauritius, in the Indian Ocean, where he received the appointment of Colonial Secretary; but he held the position for only a short time, proceeding in 1898 to British New Guinea as Lieutenant-Governor as the successor of Sir William MacGregor. For the post the knowledge of the Polynesian language and character acquired by Sir George during his long residence in Fiji and his extensive travelling through the archipelagos of the Western Pacific formed an excellent preparation. He retained the appointment for five years, during which period he visited Australia several times, and his reports from time to time gave evidence of the zeal and ability with which he sought to carry on the work inaugurated by his predecessor, although fre-

quently in face of serious difficulties. In recognition of his services he was created C.M.G. in 1898, and received the further distinction of K.C.M.G. in 1903, almost coincidently with his appointment as Governor of South Australia. His Excellency assumed the duties of his present position on July 1 of that year, was cordially welcomed by the citizens of Adelaide, and the favourable regard which was manifested at the outset has been confirmed and deepened ever since. From the



Hammer & Co.,

Adelaide.

GOVERNOR LE HUNTE.

commencement Sir George Le Hunte thoroughly identified himself with every department of the national life. He entered with evident enjoyment and appreciation into the popular sports and recreations. Without overstepping the constitutional limits which circumscribe the representative of royalty in a democratic State, he put the weight of his influence and the aid of his advocacy to the important movements for the general well-being.

The various industries have been subjected by him, not merely to a superficial observation, but to keen, interested, and intelligent inspection. At agricultural, manufacturing, floral, and other exhibitions he has always shown his perception of the causes that make for material progress. Where there is so much breadth of sympathy to note, it may seem invidious to particularize, and yet His Excellency's regard for the young presents itself as specially prominent. While popular with all classes and all ages, he is most of all a favourite with the boys and girls. No visit is more heartily welcomed in day-schools, colleges, or at University functions. With the work of such institutions as the Boys' Brigade and Our Boys' Institute he has made himself entirely familiar. Most noteworthy of all is the strong sympathy shown by His Excellency towards the afflicted and suffering. Among the deaf and dumb, or the sick little ones at the Children's Hospital, His Excellency is perfectly at home. When in town it is his regular habit to go through the wards of the latter establishment immediately after morning service at the Cathedral, passing from cot to cot without guide or attendant; and innumerable stories are told of the happy, personal relations he establishes with those whom he styles his "little friends." In this philanthropic service the Governor is ably assisted and often accompanied by Lady Le Hunte and their daughter. Her Excellency's kindly and charitable disposition harmonizes well with that of her husband, and whilst shown in many ways, its most striking manifestation was the mammoth fête of 1905 in the grounds of Government House, by which upwards of £3,000 was raised for a group of worthy objects, which thereby received substantial and permanent relief. To this gracious lady—Carolina Rachel, daughter of John Clowes, Esq., D.L., of Bunton Court, Herefordshire, England—Sir George Le Hunte was married in 1884. The family consists of one son, John, born August 11, 1886, who was educated at Marlborough, and is now a cadet in the Sandhurst Company of the Royal Military Academy, Woolwich; and one daughter—Editha Rachel—who was born October 7, 1891.

When Sir George Le Hunte reached Adelaide the Jenkins Ministry was in office, but a reconstruction took place when the Premier accepted the office of Agent-General in London. Mr. Jenkins was succeeded by Mr. Butler, but in the session of 1905 an alliance was formed between the Liberal and Labour parties, which resulted in the defeat of the Ministry on a motion by a Labour member, Mr. Thomas Price. The question of Legislative Council reform had been before the country for several years. The advocates of an alteration urged the necessity of that branch of the Legislature being brought more closely into touch with the people by the further extension of the franchise, but the Council itself

refused to recognize that putting of the position, or to concede what was demanded.

In the session of 1906 this question assumed more prominence than ever. Proposals from the House of Assembly were met by counter-proposals from the Council, but neither Chamber would accept what was suggested by the other. Efforts to secure mutual concessions were in vain. A conference proved abortive. Finally the House of Assembly was dissolved in order that the opinion of the constituencies might be expressed through the ballot-box.

A general election having taken place, the first session of the new Parliament was opened on November 30, especially to deal with the Council franchise. As before, however, the Chambers failed to come to an agreement, and the Parliament was prorogued at the end of three weeks. Though the session was short, and, in respect of its specific object, abortive, it was not unfruitful. An Amending Factories Act was carried, and also an Act sanctioning the purchase of the Adelaide tramways by the Government, preparatory to their being converted into electric trams, and operated by a special Trust. This matter had been agitated for several years, and the difficulties of carrying through successful negotiations with the tram companies had operated most prejudicially to the public, while Adelaide, from having the best street service for passenger traffic of any Australian metropolis, had receded until it was undeniably the worst.

Among other topics of public interest during the year was a revival of interest in the Transcontinental Railway, for the construction of which on the land-grant principle a tender and a deposit of £10,000 were lodged with the Government. The provisions of the Act under which the offer was made were held by the Government to be so prejudicial to the public as to justify them in postponing definite action. The promoters, on their part, strongly asserted their *bona fides*, but the only positive result was a rather angry correspondence.

A pleasing function took place on November 27, when tardy justice was done to the memory of the founder of Adelaide by the unveiling of a worthy statue, representing Colonel Light, with outstretched hand, indicating "This is the site," in the centre of the city. The date was within a few days of the seventieth anniversary of the time when he made the final selection of which posterity so abundantly approves.

The holiday season of 1906 was an exceptionally joyous time. The weather was perfect, and with the exception of the unsettled political dispute with the Legislative Council, there was scarcely a cloud on the horizon. The public finances were so satisfactory that an accrued deficiency of over £200,000 had been paid off, principally out of revenue. The railway income was expanding by leaps and bounds. The pastoral interests were so prosperous that not long before the world's

record one-day sale of wool had been held in Adelaide. The high prices ruling in the metal market were causing the copper, silver, and lead production to boom. Splendid rains fell in November, and there was an assured prospect of a bountiful harvest. On December 28 there was the usual immense gathering at

Glenelg to celebrate "Commemoration Day." Among them were a few who remembered the landing of Governor Hindmarsh on the same date in 1836, and it was the universal opinion that the position and prospects of South Australia were never brighter or better than at the close of its seventieth year.

Governors of South Australia.

CHRONOLOGICAL LIST, SHOWING TERM OF OFFICE.

1836—December 2 to July 16, 1838	...	CAPTAIN JOHN HINDMARSH, R.N., K.H.
1838—October 12 to May 15, 1841	...	LIEUT.-COLONEL GEORGE GAWLER.
1841—May 15 to October 25, 1845	...	CAPTAIN GEORGE GREY.
1845—October 25 to August 2, 1848	...	LIEUT.-COLONEL FREDERICK HOLT ROBE.
1848—August 2 to December 20, 1854	...	SIR HENRY EDWARD FOX YOUNG, KT.
1855—June 8 to March 4, 1862	...	SIR RICHARD GRAVES MACDONNELL, KT., C.B.
1862—March 4 to February 19, 1868	...	SIR DOMINICK DALY, KT.
1869—February 16 to April 18, 1873	...	RIGHT HON. SIR JAMES FERGUSSON, BART.
1873—June 9 to January 29, 1877	...	SIR ANTHONY MUSGRAVE, K.C.M.G.
1877—March 24 to May 17	...	SIR WILLIAM WELLINGTON CAIRNS, K.C.M.G.
1877—October 2 to January 8, 1883	...	MAJOR-GENERAL SIR WILLIAM FRANCIS DRUMMOND JERVOIS, G.C.M.G., C.B., R.E.
1883—February 19 to March 15, 1889	...	SIR WILLIAM CLEAVER FRANCIS ROBINSON, G.C.M.G.
1889—April 11 to April 10, 1895	...	THE RIGHT HON. THE EARL OF KINTORE.
1895—October 29 to March 29, 1899	...	SIR THOMAS FOWELL BUXTON, BART., G.C.M.G.
1899—April 10 to December 3, 1902	...	THE RIGHT HON. LORD TENNYSON, P.C., K.C.M.G.
1903—July 1	...	SIR GEORGE RUTHVEN LE HUNTE, K.C.M.G.

ADMINISTRATORS, INCLUDING DEPUTY- AND ACTING-GOVERNORS.

GEORGE MILNER STEPHEN, ESQ.—1838, July 16 to October 12.

BOYLE TRAVERS FINNISS, ESQ.—1854, December 20 to June 8, 1855.

LIEUT.-COLONEL FRANCIS GILBERT HAMLEY—1868, February 20 to February 16, 1869.

LIEUT.-COLONEL J. H. ROCKE—1870, April 6 to May 5.

HON. SIR RICHARD DAVIES HANSON, CHIEF JUSTICE—1872, December 7 to June 8, 1873.

THE RIGHT HON. SIR SAMUEL JAMES WAY, BART., CHIEF JUSTICE, appointed Lieut.-Governor
January 9, 1901 :—

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|--------------------------------------------------------------------|------------------------------------------------------------|
| 1877—January 29 to March 24.
May 17 to October 2. | 1892—July 7 to July 19. |
| 1878—February 14 to August 15. | 1893—November 1 to May 19, 1894. |
| 1879—September 8 to October 2. | 1894—October 31 to November 10. |
| 1886—November 3 to November 10. | 1895—January 17 to October 24. |
| 1887—October 28 to November 9. | 1896—March 30 to April 14.
May 1 to May 7. |
| 1888—November 1 to November 13.
December 31 to January 5, 1889. | 1898—April 22 to May 9.
Sept 30 to April 10, 1899. |
| 1889—March 5 to April 11.
August 26 to September 1. | 1901—November 1 to November 24. |
| November 1 to November 22. | 1902—July 17 to July 1, 1903. |
| November 29 to December 5. | 1903—October 31 to November 7. |
| 1890—October 24 to November 18. | 1904—January 21 to February 22.
August 24 to August 26. |

SIR JAMES PENN BOUCAUT, JUDGE OF THE SUPREME COURT :—

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|----------------------------------------------------|---------------------------------------|
| 1885—October 26 to November 15. | 1890—September 29 to October 30. |
| 1886—February 6 to February 27. | 1891—February 27 to May 23. |
| 1888—January 20 to February 7. | 1896—December 31 to January 27, 1897. |
| 1890—January 16 to March 11.
June 19 to July 1. | 1897—August 29 to September 16. |

SIR WILLIAM HENRY BUNDEY, JUDGE OF THE SUPREME COURT :—

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| 1888—July 30 to August 9. | 1889—March 19 to March 27. |
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Legislature of the Commonwealth.

The Federal Parliament consists of two elective Chambers—the Senate and the House of Representatives. The basis of representation in both cases is alike, and in breadth of principle is not exceeded anywhere in the world. Every adult of both sexes, untainted by crime, who is a resident in the Commonwealth, is entitled to vote. In the Senate each State is represented by six members, who are elected by the entire State voting as one constituency. The House of Representatives consists, in the aggregate, of as nearly as possible twice the number of Senators. The several States return members according to the population in each case, but no State has less than five representatives.

As no electoral divisions had been constituted when the first election to the Federal Parliament took place in 1901 the electors in the entire State voted for both Senators and Representatives as a single constituency. Great interest was manifested everywhere, and the following were the successful candidates:—

SENATORS.	REPRESENTATIVES.
Hon. Sir R. C. Baker, K.C.M.G., K.C.	Hon. E. L. Batchelor
Mr. D. M. Charleston	Sir J. L. Bonython, Kt.
Hon. Sir J. W. Downer, K.C.M.G., K.C.	Mr. P. McM. Glynn
Mr. G. McGregor	Hon. F. W. Holder
Hon. T. Playford	Mr. A. Poynton
Sir J. H. Symon, K.C.M.G., K.C.	Right Hon. C. C. Kingston, P.C., K.C.
	Mr. V. L. Solomon

In proportion to their numbers, the Senators and Representatives from South Australia formed an exceptionally weighty and influential section of the first Parliament. Sir R. C. Baker was elected President of the Senate, and the Hon. F. W. Holder was chosen with great unanimity to be the Speaker of the House of Representatives, receiving in due course the honour of knighthood. Until July 24, 1903, Mr. Kingston held the important portfolio of Minister of Trade and Customs, during which time he performed the arduous task of framing a Federal tariff and piloting the Bill through Parliament. Other South Australian members took prominent positions in both Houses, whether as supporters of the Ministry or in Opposition.

The second Parliament was elected in December, 1903. The retirement of half the members of the Senate at that time was compulsory by the provisions of the Constitution Act, and the dissolution of the House of Representatives took place at an earlier period than

was necessary, so that the elections for both Chambers might take place on the same date.

Three members of the Senate had to be chosen, the entire State voting as a single constituency, and the result was that Sir John Downer and Mr. D. M. Charleston were replaced by Messrs. R. S. Guthrie and W. H. Story.

For the House of Representatives the State had been divided into seven electorates, named, respectively—Adelaide, Angas, Barker, Boothby, Grey, Hindmarsh, and Wakefield. The issue of the elections was somewhat remarkable. All the members offered themselves as candidates, and to several of them there was no serious opposition, if any at all. Six of the seven members of the first House of Representatives were returned to the second, the only change being the substitution of Mr. James Hutchison for Mr. V. L. Solomon.

Arranging the constituencies alphabetically, the list was as follows:—

Adelaide—Right Hon. C. C. Kingston.

Angas—Mr. P. McM. Glynn.

Barker—Sir J. L. Bonython.

Boothby—Mr. E. L. Batchelor.

Grey—Mr. A. Poynton.

Hindmarsh—Mr. James Hutchison.

Wakefield—Sir F. W. Holder.

When the Parliament assembled Sir R. C. Baker was re-elected President of the Senate, and Sir F. W. Holder Speaker of the House of Representatives.

The third elections for the Commonwealth Legislature took place in December, 1906. The time of the year was peculiarly unsuitable for the purpose, and, the necessary preliminary steps having been taken, there was a referendum on the question of altering the Constitution so as to allow of a change being made, which resulted in a large affirmative majority. The election for the Senate on this occasion was singularly exciting. Sir R. C. Baker, one of the retiring trio, did not offer himself for re-election. Another, the Hon. Thos. Playford, who was Minister of Defence in the Deakin Cabinet, was not supported by either of the great political parties, and came hopelessly to grief in consequence. For the three vacancies three candidates were supported by the Labour Party and three by the National Defence League. Of the seven names the positions of Sir J. H. Symon at the head of the poll, and of the Hon. T. Playford at the other extreme, were foregone conclusions. Mr. Russell, a Labour candidate, throughout

the counting, which continued for several days, seemed fairly certain of the second place. As the numbers were announced, however, the relations of Mr. Vardon and Mr. Crosby frequently alternated, and at the declaration of the poll it was announced that the latter had a majority of 14. As each candidate had over 31,000 votes, the margin was so narrow, and there were so many reasons to suspect errors, that a recount was obtained, which resulted in a majority of 34 being declared for Mr. Vardon. Accordingly, the Senators for South Australia in the third Parliament were—Messrs. Guthrie, McGregor, and Story (elected in 1903). Sir J. H. Symon and Messrs. Russell and Vardon (elected in 1906).

The interest excited by this long-drawn-out contest, and the uncertainty as to the final issue, eclipsed that taken in the elections for the House of Representatives. The trial of strength in some of the divisions was fairly severe, but in the end only a single change was made in the representation. Sir J. Langdon Bonython did not offer himself as a candidate, and the vacated seat in the division of Barker was secured by Mr. John Livingston. Otherwise the South Australian members in the House of Representatives were the same in the third Parliament as in the second. Sir Frederick Holder was, for the third time, elected Speaker, with the approval of all parties.

Senate.

The Honourable Sir RICHARD CHAFFEY BAKER, K.C.M.G., K.C., M.A., President of the Senate of the Commonwealth of Australia, may claim to have had a more distinguished career and to have achieved higher honour than any other native of this State. He was born at North Adelaide on June 22, 1842. His father, the Honourable John Baker, was a pioneer colonist, who came to South Australia in 1838, entered political life, and became Premier in 1857. Sir Richard received his early education at Eton, and afterwards proceeded to Trinity College, where he distinguished himself as an oarsman. He took the degree of B.A. in 1864, and of M.A. six years afterwards. He was called to the Bar at Lincoln's Inn in 1864, returned to Adelaide the same year, and entered into partnership with the late Mr. C. Fenn. Subsequently to the death of Mr. Fenn, he was joined by Dr. Barlow, who is now Vice-Chancellor of the University of Adelaide. Sir Richard entered Parliamentary life comparatively early, being chosen to represent the District of Barossa in the House of Assembly when he was only twenty-six years of age. He became forthwith a power in debate, and within two years was chosen to lead an attack on the Strangways Ministry. His motion at that time was carried by perhaps the largest relative majority ever recorded on such an occasion, for the Ministry had only a single supporter against it. It is a curious and perhaps unparalleled coincidence that father and son,

both being legislators at the same time, though in different Chambers, on the same day in their respective Chambers carried votes of Want of Confidence in the Ministry. The result of this victory was that Sir Richard became Attorney-General in the Hart Ministry. He held that office for fourteen months, when the decease of his father and consequent pressure of private business com-



Lafayette,

Melbourne.

HON. SIR RICHARD CHAFFEY BAKER.

pelled his resignation. A press comment on the occasion stated that:—"He assumed the post of Attorney-General when he had been but a short time in public life, and when he had much to learn; but the general verdict of the country will be that he had discharged his official

duties with energy and ability, and advanced himself in public estimation by his administrative career." That career, however, was only beginning. In 1877 Sir Richard obtained a seat in the Legislative Council, which he retained until Federation was accomplished, when he relinquished it to enter the Senate of the Commonwealth Parliament, and forthwith was elected as President of that body, which testified its approval by re-electing him in 1904. The public services rendered by Sir Richard outside his Parliamentary relations have been varied and valuable. He represented South Australia at the Vienna International Exhibition; and while he was Minister of Education in the Colton Government of 1884-5 he acted as Special Envoy for the Australian Governments to London in order to negotiate a joint contract with reference to the postal service, and to conclude an agreement for the equitable division of the postal receipts between the mother country and the colonies. Prior to that time, there had been confusion and irregularity, but he succeeded in systematizing the business, and his proposals, with unimportant modifications, were adopted by the House of Commons. For this service he received the distinction of C.M.G. During the same visit he acted as Commissioner for the Indian and Colonial Exhibition. In 1893 Sir Richard was elected President of the Legislative Council. It was perhaps inevitable that, with his legal training, Parliamentary experience, and special

duties as Minister of the Crown, his attention should be turned to the subject of Federation. He was a member of the Federal Conference of 1891, and of the Convention of 1897-8, which framed the Constitution. Of that body he was Vice-President and Chairman of Committees, and the ability he brought to the discharge of the singularly onerous duties imposed upon him was the subject of flattering encomiums from all sides. His handbook on federation, entitled "The Federal Manual," was of great service to the delegates, and clearly proved his mastery of constitutional law and Parliamentary practice. Other works of a similar character, including "The Constitution of South Australia" and the "Executive in a Federation," fully justify the high reputation he has won in this department. It is remarkable that in so many directions Sir Richard Baker was an actual pioneer, though not in the same sense as his father. He was the first to represent Australia as a whole with power to act in an important negotiation with the Imperial Government, and as far as the Ocean Postal Service was concerned he actually achieved federation "off his own bat." He was the first native of South Australia to receive honour at the hands of a Sovereign, the first to be elected to the House of Assembly, first to sit in the Legislative Council, first to become the leader and afterwards President of that body, and the first to be sworn in as a Minister of the Crown. He received the honour of knighthood in 1895, and in 1903 had the unique distinction of representing the Commonwealth at the Delhi Durbar on the occasion of the proclamation of King Edward as Emperor of India, when he was the guest of the Viceroy, and received the gold medal. He was not only a member of the first Senate of the Commonwealth, but brought to his native State the honour of providing the first President of that body. He is a Chairman of Directors of the Queensland Investment and Land Mortgage Company, a Director of the Wallaroo and Moonta Mining Company, and for very many years held the position of Chairman of the Adelaide Club, and the South Australia Jockey Club, which position he still holds. Sir Richard owns and resides at the beautiful Morialta Estate in the hills, near which the vice-regal sum-

mer residence is situated. In 1867 he married Katherine Edith Colley, daughter of the late Richard Bowen Colley, who came to South Australia about 1840, and has two sons, Mr. John R. Baker, B.A., LL.B., Cantab, and Inner Temple, Councillor of Adelaide; and Mr. Robert Colley Baker, B.A., Cantab; and one daughter.

The Honourable Sir JOSIAH HENRY SYMON, K.C.M.G., was born at Wick, Scotland, on September 27, 1846, and is a son of the late Mr. James Symon, N.B., of Albert Place, Stirling, to which town his parents removed during his early infancy. He received a part of his education at the High School, of which he became dux before he was sixteen years old, and



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Adelaide.

HON. SIR JOSIAH SYMON.

afterwards at the Mersey House Training College, Edinburgh. He arrived in South Australia in 1866, and immediately entered on the study of the law, being articled to his cousin, Mr. J. D. Sutherland, of Mount Gambier. Having made the acquaintance of Sir Samuel Way, who visited Mount Gambier professionally during the sittings of the Circuit Court, he succeeded in having his articles transferred to the firm of Way & Brook, and was called to the South Australian Bar in 1871. Less than twelve months after that time Mr. Brook died. He received and accepted an offer of the vacant partnership, and the firm became known as Way & Symon. While this arrangement continued

Mr. Symon acquired a high reputation as a lawyer and an advocate. Within three years, however, it came to a somewhat abrupt termination. Early in 1876 Mr. Symon started on a holiday visit to England, but in March of that year his distinguished partner accepted the position of Chief Justice, rendered vacant by the sudden death of Sir Richard Hanson, and the homeward voyage had to be cut short at Point de Galle. Thus, at the age of 29, Mr. Symon found himself at the head of a long-established legal business, and though several changes have taken place, he has retained the position ever since. During the thirty years which have elapsed since he took this prominent place he has been engaged in a great number of important cases, and his fame has travelled far and wide. He possesses a combination of qualities in a high degree of development that is rare. His legal knowledge, argumentative ability, acuteness in cross-examination, swiftness of perception, readiness of resource, and persuasiveness of appeal are alike effective in their way. He "took silk" in 1881, and the honour was admittedly well deserved. It was in the same year that his Parliamentary career began, by his being elected as representative of the District of Sturt in the House of Assembly. He had accepted the office of Attorney-General in the Morgan Ministry prior to his election, but went out with his colleagues when the Premier resigned in June. He represented the Sturt constituency until 1887, when he became a candidate for the South-East, and was defeated on account of his adherence to the principles of free-trade. Though he refused to take any further active part in local politics he was an able and energetic advocate of Federation from the time the question assumed a practical form. As President of the Federation League and the Commonwealth League of South Australia, he did much to influence public opinion. He was a member of the Convention of 1897, and as Chairman of its Judiciary Committee did his share in the great work of framing the Constitution. He was returned at the head of the poll when the first elections for the Senate were held, and received the distinction of K.C.M.G. on the day when the Commonwealth was inaugurated. Sir Josiah would have distinguished himself in the realm of literature had he not been so largely

absorbed by the demands of the law, and, as it is, his public addresses on great questions, and his contributions to current literature in the form of magazine and other articles, are highly valued as the productions of a powerful mind. As Senator he has made his mark on Federal politics, and is a tower of strength to the party with which he is allied. He married in 1881, Mary Eleanor, daughter of Mr. C. T. Cowle, formerly manager of the E. S. and A. Bank; owns the Auldana vineyards, and has a charming residence at Upper Sturt.

The Honourable GREGOR MCGREGOR, Senator for South Australia and Leader of the Labour Party in the Senate, is of Scottish descent. He was born at Kilmun, Scotland, on October 18, 1848, being a son of Mr. Malcolm McGregor. He acquired his education by private tuition. At the age of six years he was taken by his parents to Ireland, where he spent twelve years in different parts of the country. He then crossed to England and travelled through most of that kingdom during two years, in which he never entered a train, tram, 'bus, or other kind of conveyance. Returning to Scotland late in 1867 he was employed in the shipbuilding yards of the Clyde, and nine years later emigrated to South

covered. In 1885, finding work difficult to obtain in South Australia, he went to Victoria, and there obtained employment in the building trade as a labourer until early in 1891, when he returned to his home in the southern State. From early days Mr. McGregor has actively interested himself in political matters. He joined the Labour Party, and on several occasions was appointed President of the Trades and Labour Council, as also of the United Political Labour Party of South Australia. In 1894 he was elected to the Legislative Council as representative for the Southern District, holding the seat until 1901. In that year Mr. McGregor became a candidate for the Senate in the Federal Parliament, and was returned. Upon the assembling of Parliament he was selected as Leader of the Labour Party in the Senate. He was Vice-President of the Executive Council and Leader in the Senate during the Watson Administration, from April to August of 1904. Mr. McGregor is fond of travelling, and is a lecturer of considerable ability. He has been married twice. His first wife was Miss Julia Steggall, who died in 1880. He married for the second time, in 1882, Sarah Ann, widow of Mr. Frank Brock, of Unley, South Australia.

The Honourable ROBERT STORRIE GUTHRIE, one of the Senators for South Australia in the Federal Parliament, is a native of Scotland, having been born in Ayrshire, on November 17, 1857, being a son of Mr. Andrew Guthrie, of that county. He spent his early life in Glasgow, receiving his education in that city, after which he was employed in maritime pursuits, following a seafaring life for about ten years. He arrived in South Australia in 1878, and was engaged on the coastal trade for a number of years. In 1887 Mr. Guthrie was appointed Secretary of the South Australian Branch of the Federated Seamen's Union of Australasia, and has held prominent position on the Executive Committees of the United Trades and Labour Council of South Australia and the Maritime Council. In 1891 Mr. Guthrie was elected to the Legislative Council as a representative of the Central District, and he held the seat continuously until 1903, when he resigned in order to become a candidate for the Federal

Senate. He was successful in the endeavour, being elected with Senators McGregor and Story. In 1881 Mr. Guthrie married Janet, the youngest daughter of the late Mr. James Deer, of Clarendon, South Australia, and at present he resides



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HON. ROBERT STORRIE GUTHRIE.

at Knighton Villa, Peterhead. He is a member of the Independent Order of Rechabites, and was District Chief Ranger of this body in 1894 and 1899.

The Honourable WILLIAM HARRISON STORY, Senator for South Australia in the Federal Parliament, is a son of Mr. George Story, Clerk of the Norton Summit District Council. He was born at Mitcham, South Australia, on May 31, 1867, and received his education at the Norton Summit School. At the close of his schooldays he was engaged for several years in various country pursuits, until at the age of eighteen he obtained work with a well-known builder at Norton Summit, and began his initiation into the building trade, which he subsequently adopted. After being employed as an improver by different contractors for about three years, he became associated with the firm of Brown and Thompson, very prominent at one time in Adelaide as a building firm, having erected many public edifices. In 1891, Mr. Story, in conjunction with Mr. D. Sutherland, of Glenelg, started in business on his own account, the style of the firm being Sutherland & Story, which



Poulsen,

Brisbane.

HON. GREGOR MCGREGOR.

Australia. After eleven months, in which he was engaged in farm work, he met with a serious injury to his sight, from which he has never re-

still continues under the practical control of Mr. Sutherland, political duties absorbing most of Mr. Story's time. The gentleman under review has displayed a keen interest in the public affairs of Kensington and Norwood, and for eight years occupied a seat in the Council, being elected to the Mayoralty in 1902 and 1903. During this period, he exerted himself in an effort to secure public baths at Norwood, but failed, owing to the adverse report of the committee; and a further attempt at the time when the Oval was acquired by the Council, also proved fruitless. Mr. Story has for years been an active member of the Labour Party, which he helped to form, and in the interests of this body was elected, in 1903, to the Senate in the second Commonwealth Parliament. He had always previously declined to stand for the plebiscite of his Party, but on the occasion of the Federal election was induced to offer himself as a candidate, and with success, his colleagues being Messrs. McGregor and Guthrie. Mr. Story is a strength to his Party in the House, and a regular attendant at the sittings. At the time of his election to Parliament he was President of the South Australian Builders' Association, is now Vice-President of the Norwood Horticultural and Floricultural Society, a member of the Norwood Football Club and of the Norwood



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HON. WILLIAM HARRISON STORY.

Social Club. He takes considerable interest in friendly society work, and is a Past Grand Master and at present a trustee of the Norwood

Lodge, I.O.O.M.U. He is also associated with the Emulation Lodge of Freemasons, of which he is a Past Master, and member of the Royal Arch and the Mark Lodge. Mr. Story is one of the oldest members of the Adelaide Democratic Club, an Ex-President, and one of the trustees. He is a member of the Allgemeiner Deutscher Verein, and of the Commercial Travellers' Club. Married in Hindmarsh, in 1880, to Sarah, daughter of the late Mr. Alexander Malcolm, of Willunga, his family consists of three sons and five daughters. The eldest son is in the Ordnance Department of the Military Forces, and the second in the Government Export Stores at Port Adelaide.

The Honourable WILLIAM RUSSELL was born in the parish of Glassford, County of Lanarkshire, Scotland, on October 20, 1842, and educated in his native place. When thirteen years of age he turned his attention to agricultural pursuits, and, in 1866, acting on the advice of his friend, the late Mr. James McLaughlin, M.P., he came to South Australia in the sailing vessel "Peeress," and almost immediately after his arrival found employment at harvesting work on the late Mr. John Laurie's property at Alma Plains. For three years he continued to work in that locality, and, upon the opening up of the northern areas, was one of the first selectors on the Gulgare Plains, near Georgetown, where he carried on farming operations for three years. Mr. Russell then sold out, and acquired a larger tract of country in the Caltowie District, where he met with considerable success. After fifteen years he made an exchange with his brother-in-law, and went further north to take possession of a farm of still wider acres. While here Mr. Russell augmented his already considerable experience in agricultural methods, and also closely observed the requirements of the residents under the peculiar circumstances in which they were placed. He made a study of land-settlement laws, with a view to their improvement, and this prompted his desire to enter political life in order to advocate such remedy as suggested itself to him. He eventually parted with his northern property in favour of a farm at Belalie, near Jamestown, from which he retired in 1900. Whilst at Caltowie Mr.

Russell served for five years in the District Council. He was for three years a member of the Carrieton District Council, was Chairman of the Council for one year, and when, in 1889, an agitation for seed-wheat was set afoot, he came prominently



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HON. WILLIAM RUSSELL.

before the public in the effort to induce the Government to accede to the request of the distressed farmers. A year later he stood for the district of Newcastle in the House of Assembly, but was not successful. Five years after he was elected to the Legislative Council for the North-Eastern District as an advanced Liberal, the question of the time being adult suffrage for the House of Assembly and the £15 franchise for the Upper House, which ticket he was pledged to support. Mr. Russell took a leading part in bringing about the Women's Franchise. He retained his seat in the Council for six years, at the end of which time he was defeated; but, after the inauguration of the Commonwealth, was elected, in 1901, to fill Sir Frederick Holder's seat in the local House of Assembly, representing the Burra District for one year. In 1903 he stood for the Central District in the Legislative Council, but suffered defeat on that occasion, and again in 1904, when he became a candidate in the interests of Labour for the suffrages of the Burra Burra District. Mr. Russell was one of fourteen selected by the Labour plebiscite to contest a seat in the Commonwealth Parliament, and at the ensuing election, in De-

ember, 1906, he was returned to the Senate, obtaining the honour of second place. Senator Russell has pledged himself to watch closely the interests of the primary producer and agriculturist, his forty years' experience giving his opinion on such subjects great weight. He identifies himself with public affairs to a considerable extent, is connected with the craft of Freemasonry, and discharges the office of a Justice of the Peace. Since 1894 he has taken a prominent part in the Labour movement, and was the first President of the Unley Democratic Association. Senator Russell was married in 1874 to Elizabeth, daughter of the late Mr. Charles Kerr, State School teacher, and has four surviving daughters and two sons. He resides at Austral Terrace, Malvern.

The Honourable JOSEPH VARDON. Mr. Vardon is the son of an early colonist, Mr. A. E. Vardon, who arrived in South Australia about Christmas, 1839. He was born at Hindmarsh on July 27, 1843, and received elementary instruction at the school of Mr. James Bath, North Adelaide, but began to work at the age of ten, and, therefore, owes his position to native capacity. After about five years, spent mostly in the country and on a farm, he was apprenticed

publishing firm of Vardon & Sons, Limited. Mr. Vardon has spent sixteen years in municipal life, six as Councillor and Mayor of Hindmarsh, six as Councillor and Alderman in the City Corporation, and four as Alderman of Unley. At the election of 1900 Mr. Vardon was returned as a member of the Legislative Council for the Central District. He was Commissioner of Public Works in the Jenkins Government from July, 1904, to May, 1905, and after the reconstruction of that Ministry was Chief Secretary until the following July. In 1906 he resigned his seat in the Legislative Council, and at the Federal elections held in December of the same year was returned as a member of the Senate. In the affairs of his native land Mr. Vardon has always taken a great interest, and he has held a large number of public positions. Among those which are most noteworthy are the Chairmanship of the Congregational Union of South Australia and the Presidency of the Young Men's Christian Association. He is also a Director of the Adelaide Fruit and Produce Exchange, and in his own neighbourhood is always looked upon as belonging to the category of valuable citizens and public men. He married in December, 1864, Miss M. A. Pickering, a daughter of the late Mr. Charles Pickering, of Brompton, who originally came from Leamington, England, where Mrs. Vardon was born. He has a family of four sons, three of whom are engaged in the business of Vardon and Sons, Limited, and one daughter. Mrs. Vardon died in October, 1905.

The Honourable THOMAS PLAYFORD was born in London, in 1837, and is the eldest son of the late Rev. Thomas Playford, pastor for many years of the Bentham Street Church, Adelaide, who in his youth served in the Life Guards under Wellington at Waterloo. The family came to South Australia in 1843, and at the close of his school-days Mr. Thomas Playford was engaged in farming at Mitcham. He subsequently entered upon fruit culture at Norton Summit, where he now has one of the finest orchards in Australia, providing at once occupation and recreation. In early days Mr. Playford benefited to a considerable extent by attendance at a debating society at Mitcham, and, upon taking up his residence

at Norton Summit, was prepared to play a very useful part in the local governing bodies. For twenty-one years he was Chairman of the East Torrens District Council, for three years a member of the Central Road Board, and for five years President



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HON. THOMAS PLAYFORD.

of the Association of District Chairmen. The electors of Onkaparinga determined that he should represent their District in the House of Assembly, and in 1868 he was returned and served their interests faithfully during two Parliaments. In 1875 he was elected as member for East Torrens, and represented that district continuously for twelve years. In 1887 he was elected for Newcastle, which included Port Augusta, but two years later was again returned by East Torrens, and retained this seat until he accepted the appointment of Agent-General for the Province in London, in 1894; and by taking over the inscription of stock saved the State £2,000 a year. Mr. Playford figured in Parliament chiefly as a liberal land reformer in the early part of his political career, and in this branch of legislation his most important work has been done. He gave active support to Mr. Strangways in passing the celebrated Land Bill which gave to farmers the opportunity of taking up land on deferred payments. He was appointed Commissioner of Crown Lands in the Boucaut administrations of 1876-7; in the Morgan Ministry of 1878-81; was Com-



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HON. JOSEPH VARDON.

to the printing trade, in which he began business on his own account in 1871, and for many years he has been the head of the printing and

missioner of Public Works in the Colton Administration of 1884-5; was Premier and Treasurer from June 11, 1887, to June 27, 1889 (during which period the first Protective tariff was adopted); Premier and Commissioner of Crown Lands from January to June, 1892; and when the Kingston Government assumed office in June, 1893, accepted the portfolio of Treasurer, which he held until his departure for England in 1894. In 1887 the State had a large debit, and during Mr. Playford's regime it was reduced by £250,000 in his first year of office, and before the end of his term this reduction amounted to £300,000. In 1881 Mr. Playford had the title of Honourable conferred upon him for life. In 1887, in his capacity of leader of the Protectionists, he succeeded in defeating the Downer-Bray Government, and his succeeding two years' administration was an exceedingly active one. He introduced, and succeeded in passing, a Protective tariff, which remained in force until the inauguration of the Commonwealth. His

reply to Dr. Cockburn's want of confidence motion in June, 1889, was declared to be one of the most masterly efforts the Chamber had ever known. As Treasurer he was responsible for five Budgets, and they were unique, as being each without a deficit, in fact, his control of the finances of the State proved brilliantly successful. He introduced the Bill providing for the construction of the railway from Petersburg to Cockburn, which has proved the best paying line in the State. Mr. Playford was a delegate to the Federal Council of Australasia, and was elected President of the third session, held in Hobart in 1889; a delegate to the Federal Conferences at Melbourne in 1890, and Sydney in 1891; and an active promoter of the Chinese Conference in Sydney in 1888. He interested himself prominently in the movement for Federal Union after his return from London in 1898, and received election to the first Federal Senate, after having represented Gumeracha in the House of Assembly for two years. He was appointed Vice-President of

the Executive Council in the Deakin Ministry of 1903-4, and in the next Deakin Ministry was Minister of Defence, which office he held until January, 1907. In the elections of 1906 the veteran statesman suffered defeat. During his long Parliamentary career Mr. Playford has displayed a vigour of mind, independence of character, native ability, and strong individuality which have made him a prominent figure in Australian political life, his speeches attracting considerable attention for their practical common-sense, vigour of expression, and the grip of essentials which they evinced. He has served his country as a public man in all for no less a period than thirty-six years, which includes four years as Agent-General for South Australia in London, and six years representing the State in the Federal Senate. Mr. Playford has been for a lengthy period Chairman of Directors of the East End Market Company, Adelaide. He married, in 1860, Mary Jane, daughter of the Rev. W. Kinsman, of Mitcham. His residence is at Norton Summit.

House of Representatives.

The Honourable Sir FREDERICK WILLIAM HOLDER, K.C.M.G., member for Wakefield in the Parliament of the Commonwealth of Australia, Speaker of the House of Representatives since May, 1901, is a native of South Australia, having been born at Happy Valley on May 12, 1850, and is a son of the late James Morecott Holder, receiving his education at public schools and St. Peter's College. In his school days he showed some inclination for the teaching profession, and eventually accepted a position in the South Australian State Schools Department. After filling several scholastic appointments he resigned, and became editor and proprietor of the *Burra Record*. In 1887 he was asked to contest a seat in the House of Assembly, and, consenting, was returned at the head of the poll as member for Burra, holding that position till 1901, being re-elected in 1890, 1893, 1896, and 1899. As a member of the South Australian House of Assembly, Sir Frederick was a member of a number of Royal

Commissions and Select Committees, including Intercolonial Free-trade



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HON. SIR FREDERICK WILLIAM HOLDER.

and Pastoral Lands. He was Treasurer in the Cockburn Ministry,

1889-90; Premier and Treasurer, 1892; Commissioner of Public Works in the Kingston Government, 1893-4; and Treasurer, 1894-9; Premier, Treasurer, and Minister of Industry, December, 1899, to May, 1901, when he resigned on being elected to a seat in the first Parliament of the Commonwealth. During the years he was a Minister of the Crown, Sir Frederick introduced and carried successfully through Parliament numerous important pieces of legislation which materially affected the interests of South Australia, and which were calculated to stimulate development and good government; a few of the most notable measures advocated by him being the Act constituting the State Bank of South Australia, Pastoral Lands Acts, Agricultural Land Acts, Progressive Death Duties Act, Progressive Land and Income Taxation, Adult Franchise for the Legislative Council, and legislation relating to factories. He took a prominent part in the movement for Australian Federal Union, being a member of the Convention

which framed the Commonwealth Constitution, 1897-8, and was returned by the State of South Australia to the first House of Representatives, of which he was chosen Speaker, and returned unopposed for Wakefield at the elections held in 1903 and 1906. Sir Frederick has been a member of the Council of the South Australian School of Mines and Industries since 1902, is a retired Captain in the military forces, a prominent office-bearer and local preacher in the Methodist Church, and was President of the South Australian Alliance, 1902-4. He has published pamphlets, including "Our Pastoral Lands" and "Household Suffrage." In recognition of his services to his country he was gazetted Honourable in 1900, and received the distinction K.C.M.G. in 1902. In 1877 Sir Frederick married Julia Maria, daughter of John Riccardo Stephens, M.D., of Burra, South Australia, and has a family of four sons and four daughters. He resides at "Wavertree," Kent Town, Adelaide.

for West Adelaide in the House of Assembly. He was elected, and continuously represented that constituency until he resigned his seat in 1899 for the purpose of winning a seat in the Legislative Council, where he represented the Central District for a brief period until



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RIGHT HON. C. C. KINGSTON.

Right Honourable CHARLES CAMERON KINGSTON, P.C., K.C., D.C.L., M.H.R., was born in Adelaide on October 22, 1850. He is a son of the late Sir George Strickland Kingston, who arrived in South Australia with Colonel Light in 1836, and was the first white man to set foot upon the site of the City of Adelaide, of which, next to Colonel Light, he was the founder. He was one of the discoverers of the Torrens River, as Deputy Surveyor-General assisted in the survey of the city, and upon the retirement of his chief became Surveyor-General. He took a leading part in securing a representative Parliament and responsible Government for South Australia, and upon the inauguration of the latter, in 1857, was unanimously elected first Speaker to the Legislative Assembly, an office he filled for eighteen years. Mr. C. C. Kingston received his education under Mr. J. L. Young, and in March, 1868, was articled to Mr. S. J. Way (now the Right Honourable Sir Samuel Way), at that time making his mark as a rising lawyer in the city. He was admitted to practise at the Bar of South Australia in 1873, and "took silk" after fifteen years. At the age of thirty Mr. Kingston entered the political arena by coming forward as a candidate

Federation became an accomplished fact. He first held office as Attorney-General in the Colton Government of 1884-5, and in the discharge of his duties displayed gifts of no mean order. After twelve months the Downer-Bray Ministry came into power; but two years later, under the Playford Administration, Mr. Kingston resumed his former portfolio, which he held until 1889. During this period he drafted most of the legislation of the Government, took a most important part in the debates, and was referred to as the "Lieutenant of the Premier." At its close he was gazetted Honourable. During the succeeding Cockburn Government, he, as a member of the Opposition, was a sharp thorn in the side of the Government. Early in 1892 Mr. Playford again assumed the reins of office, and appointed Mr. Kingston to succeed the late Sir John Bray (appointed Agent-General), in the Chief Secretaryship. After a brief reign this Ministry was defeated, and a year later, in June, 1893, Mr. Kingston became Premier. The Kingston Ministry—which was a brilliant one, and was referred to as the "Cabinet of all the talents"—held office longer than any previous Ministry in South Australia, retaining power until December, 1899,

when Mr. Holder succeeded to the Premiership. Of this period it has been said: "Its abounding legislative energy manifested itself entirely in democratic directions, resulting in legislation of the highest importance and most far-reaching effect. . . . Prominent in the long list of legislation standing to the credit of the Kingston-Holder Government are measures providing for the extension of the franchise to women, the establishment of a State Bank, the regulation of factories, industrial conciliation, a progressive system of land and income taxation, State-aid to producers, liberalization of mineral, pastoral, and agricultural laws, and progressive land, income, and succession duties. Owing to this outcrop of democratic legislation, South Australia may now be said to possess a code of progressive laws which attracts wide-spread attention, and the effects of which are being keenly watched in various parts of the world." In intercolonial matters Mr. Kingston has exerted himself. The Bill dealing with the restriction of Chinese Immigration was drafted by him, and he has ever been a strong advocate for a "White Australia." He was prominent in the Federation movement, and was a South Australian delegate to the National Australian Convention held in Sydney in 1901, when he was one of the three draughtsmen who assisted Sir Samuel Griffiths to prepare the Bill for constituting the Commonwealth of Australia. As Premier of South Australia he attended Conferences at Sydney in 1896 and Hobart in 1897, which dealt with matters of intercolonial and Imperial importance, the Hobart Conference in particular being memorable for the agreement then arrived at to relegate the question of Federation to a Convention directly elected by the people specifically to deal with this subject, thus removing it from the arena of Parliamentary uncertainties and delays. Mr. Kingston was elected to this Convention, and when it assembled in Adelaide in 1897 had the deserved honour of being elected President, which position he retained at the subsequent sessions in Sydney and Melbourne. Mr. Kingston, as Premier of South Australia, attended the celebration of Queen Victoria's Diamond Jubilee in London in 1897, on which occasion, with his fellow-Premiers from other States, he was appointed to the Privy Council and also received the honorary degree of

D.C.L. from the University of Oxford. When the Commonwealth Bill was before the Imperial Parliament in 1900, at the request of the Secretary of State for the Colonies, Mr. Kingston, with other Australian delegates, proceeded to London to conduct the somewhat delicate negotiations, and on his return to South Australia he received a most enthusiastic reception. When the first Federal Cabinet was formed at the inauguration of the Commonwealth on January 1, 1901, Mr. Kingston filled the portfolio of Minister of Trade and Customs. Ten months later he was elected to the House of Representatives in the first Federal Parliament by the District of Adelaide; he was re-elected in December, 1903, and again in 1906. As Minister of Trade and Customs it fell to the lot of Mr. Kingston to prepare the first tariff of the Commonwealth, which was a work of exceptional importance and extraordinary difficulty. Prior to that time each State in Australia had managed its own fiscal affairs, and there were divergencies, not only in detail, but in matters of principle. In the Parliament, as well as out of it, there were Free traders whose convictions were pronounced, and Protectionists of varying shades. Mr. Kingston himself was a Protectionist, and he executed the task allotted to him, first of preparing a tariff, and then of piloting the measure through Parliament, with ability and success.

The Honourable PATRICK McMAHON GLYNN, M.H.R. for Angas, South Australia, is a barrister by profession. He was born at Gort, County Galway, Ireland, on August 25, 1855. He received part of his education at the French College, Dublin, finishing his studies at the Dublin University, where he took the degrees of B.A. and LL.B. He received honours in Logic, a certificate in Oratory from the Historical Society, and, having studied law at the King's Inn, Dublin, was called to the Irish Bar in 1879. In this year he obtained a silver medal for Oratory from the Law Students' Debating Society of Ireland. He arrived in Victoria in October, 1880, and was admitted to the Victorian Bar in the December following. In July, 1882, he came to South Australia, taking up his residence and practising at his profession at Kapunda, where he resided for five years.

For upwards of ten years Mr. Glynn was leader-writer to the *Kapunda Herald*, and a contributor to other papers. He entered Parliament in 1887, as a representative of the District of Light, and those who have followed his political career since will admit that he is not only one of the foremost, but also one of the most popular representatives of the people. In 1895 he succeeded the Hon. G. C. Hawker as representative of North Adelaide in the House of Assembly, was rejected at the ensuing General Elections, but again elected on a vacancy occurring nine months afterwards. He was a member of the Convention which framed the Commonwealth Constitution in 1897-8. He was elected a representative of South

ration, 1902," "Imperial Union and Fiscal Reciprocity, 1904," and Lectures on Shakespearian and general literary subjects. He prepared the Statement of Law and Facts on the Murray Question, for the State of South Australia, and was appointed representative for that State on the Interstate Committee in accordance with the resolutions of the Premiers' Conference in 1906, to draft a Bill on the question. In 1897 Mr. Glynn married Abbie, a daughter of Mr. John Dynon, of Melbourne, and has a family of one son and three daughters. He takes a keen interest in hunting, being a member of the Adelaide Hunt Club, and is a partner in the legal firm of Glynn & Parsons, King William Street, Adelaide.



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HON. PATRICK McMAHON GLYNN.

Australia in the first Commonwealth Parliament in 1901, and in 1903 and 1906 was returned as member for Angas in the Second and Third Federal Parliaments. Mr. Glynn was elected in 1903 a member of the American Academy of Political and Social Science. He was for many years President of the Irish National League in South Australia, and has published numerous pamphlets and lectures, including "The Irish State Trials of 1844 and 1880," "The Manifesto of the South Australian Land Nationalization Society, 1884," "The Case against a State Bank, 1889," "A Review of the River Murray Question, 1891," "Great Britain and its Colonies," "The Obstacles to Imperial Federation, 1892," "The Working of Fede-

The Honourable EGERTON LEE BATCHELOR is a South Australian by birth, having been born in Adelaide in 1865. He received his scholastic education at the North Adelaide public school, passing at twelve years of age the examination qualifying him for the position of pupil teacher. He obtained an appointment in the school, and remained there until 1882, passing all subsequent examinations with marked success. In that year, his health not being satisfactory, he resigned, and entered the Locomotive Department of the South Australian Railway Service as an apprentice in the engineering branch. Here he continued until the age of twenty-six, having risen to the position of foreman in the locomotive shops, which he relinquished in order to enter political life. In 1889 he became a member of the Adelaide branch of the Amalgamated Society of Engineers, and has maintained his connection with that influential body ever since, having been President for four terms, and filled various offices in the Society during the last ten years. For a lengthy period he presided over the South Australian Railway Service Mutual Association, and was Treasurer of the South Australian Trades and Labour Council, to which he was appointed delegate of his branch of the Amalgamated Society of Engineers; and it has been stated that the electoral triumphs of the United Labour Party of South Australia, for which he filled the position of Secretary, have been largely due to the "energy, organizing talent, and general ability he displayed in that capacity."

In 1893 Mr. Batchelor opposed the Hon. L. Grayson (Commissioner of Public Works) and the Hon. C. C. Kingston, for the suffrages of the West Adelaide constituency, and was returned at the head of the poll to represent the interests of the Labour Party in the House of Assembly. This triumph was repeated no less than four times in succeeding elections, and an equally remarkable significance lay in the fact that Mr. Kingston was his junior colleague in the constituency during the whole six and a half years of that statesman's term of administrative power. Mr. Batchelor's efforts have been mainly directed towards social reform, and he has taken charge of various important measures for the Labour Party, among which were the Village Settlements Bill and the Lake Bonney Settlements Bill. In 1895 he introduced the Referendum Bill, considered to be the most complete measure dealing with that subject which was ever introduced to any English-speaking Parliament. Upon the death of Mr. McPherson, in 1898, Mr. Batchelor succeeded to the leadership of the Parliamentary Labour Party; and when, in the following year, upon the fall of the Kingston Administration, Mr. Holder was called upon to form his Ministry from the combined Liberal and Labour parties, Mr. Batchelor was



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HON. EGERTON LEE BATCHELOR.

offered the portfolio of Minister of Education and Agriculture. He referred the decision to his party, who gave a unanimous approval to his

acceptance of the position. In 1901 he resigned in order to become a candidate for the first House of Representatives in the Federal Parliament, to which he was elected in March, 1901, being again returned in 1903 and 1906. He held the portfolio of Minister for Home Affairs in the Watson Government of 1904. Mr. Batchelor is versatile in his interests and recreation, being a man of considerable musical taste, a cricketer and cyclist, fond of billiards, and a successful amateur gardener. He married, in January, 1890, Miss Rosina Mooney, of Adelaide. He resides at East Payneham Road, Magill, South Australia.

The Honourable ALEXANDER POYNTON, representing the District of Grey in the House of Representatives, was born at Castlemaine, Victoria, in August, 1853, and is a son of Alexander and Rosana Poynton. His father was largely identified with mining at Ballarat in the early days of that city, and took part in the now widely-famed Eureka riots. Educated at Carngham under the old denominational system, and at Captain Kay's school, he started life in earnest at the age of fourteen years, doing shearing and station work. Mr. Poynton was one of four gentlemen who, in 1888, first organized the shearers in South Australia. In 1889 he came to South Australia with his family and settled in the Port Augusta district. Some twelve months later, at the request of a large number of residents in the last-mentioned district, he contested the seat for Newcastle, but was unsuccessful, filling fourth position in the poll out of twelve candidates. In 1893 he successfully contested the seat for the Flinders District, which electorate he continued to represent until 1901. In 1899 Mr. Poynton was Commissioner of Crown Lands in the Solomon Administration. In 1901 he resigned his seat in the State Parliament, and was elected to the House of Representatives for the Federal Parliament for the District of Grey, and returned unopposed at the elections which took place in 1903 and 1906. To enable this electorate to secure the required population, it was found necessary to embrace no less than 553,000,000 acres of land, and it is the largest in the world under constitutional

government. The electors number only 24,000. Mr. Poynton has for upwards of a quarter of a century been connected with Labour organizations, and is a past President of the A.M.A., Creswick, Victoria; Treasurer of the A.S.U. in 1886;



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Adelaide.

HON. ALEXANDER POYNTON.

and afterwards of the A.W.A. He was for several years Secretary of the Port Augusta Branch of the Shearers' Union. During the time Mr. Poynton was a member of the South Australian House of Assembly he took an active interest in both the pastoral and land laws, and was instrumental in effecting various amendments in respect to the latter Act. He was upwards of six years obtaining a sufficient following to procure for pastoralists security of tenure at nominal rents. His attitude on these matters was somewhat unpopular from a Labour standpoint. Although not connected with the Labour Party (being an independent Labour member) he has never allowed an opportunity to slip by of giving a vote for the amelioration and improvement of the masses of the people. Mr. Poynton married, in July, 1880, Harriet Brown, of Illarbarook, Victoria, and has a family of three sons and four daughters. He resides at Whinham Street, Fitzroy N., South Australia.

JAMES HUTCHISON, member for the District of Hindmarsh in the Federal House of Representatives, was born at Aberdeen, Scotland, on

April 20, 1859. He was educated at Dr. Bell's school, and also at the Mechanics' Institute, Aberdeen, and served an apprenticeship in the office of the *Daily Free Press*, a fellow-apprentice being the late Mr. J. A. McPherson, the first leader of the South Australian Labour Party. Subsequently Mr. Hutchison was employed on the staff of the *Aberdeen Journal*, a paper which was first published in 1747, and is still in existence. He left Scotland for South Australia in 1884, and secured a position as a compositor on the *Register* staff, which he held until the strike occurred in 1889. He then, with two fellow-employés, started a general printing office, and a few weeks later entered into partnership with the late H. Congreve Evans, leader of the *Advertiser* reporting staff, and Mr. A. T. Chandler, in the publication of *Quiz*, the *Lantern*, which had been established about twenty years, being later on incorporated with the new paper. Mr. Hutchison turned his attention to politics in 1898, and was elected to the seat rendered vacant in the District of East Adelaide through the death of Mr. J. A. McPherson (a former fellow-apprentice). The



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MR. JAMES HUTCHISON.

inauguration of the Commonwealth led to a reduction of the membership of the State Parliament, and this district was afterwards merged into the electorate of Adelaide, Mr. Hutchison failing to secure re-election. Mr. Evans having died, in 1901 he severed his connection with *Quiz*, and then edited the *Herald* newspaper until 1903, when he was

returned as Federal Member for Hindmarsh, being unopposed in 1906. He served as a member of the South Australian Civil Service Royal Commission, and was a member of the State Children's Council for four years. He was President of the United Labour Party in 1895, and presided over the Adelaide Democratic Club for one term. He has been a citizen soldier in both Scotland and South Australia, having served in the 1st Aberdeen Rifles, South Australian Volunteer Force, and Adelaide Scottish Regiment. Mr. Hutchison unsuccessfully defended a libel action over some remarks made in a speech in the Assembly on an Adelaide Tramways Bill. He married Mary Jane, daughter of the late J. H. Trebilcock, of Adelaide, in 1886, and resides at North Croydon, South Australia, with a family of three sons and three daughters.

JOHN LIVINGSTON, who represents the District of Barker in the Federal House of Representatives, is a native of Karattam Station, near Mount Gambier. His education finished, Mr. Livingston turned his attention to sheep-farming and pioneering work generally. For a number of years he was engaged in droving and stock-dealing, besides acting as manager on several stations in New South Wales, Queensland, and the South-East. After six years spent in Victoria, in 1880 he entered into partnership with his brother-in-law (Mr. Frank Paltridge), and proceeded to the Gascoyne River country in Western Australia, in search of sheep pasture, and remained for a time engaged in pioneering work, being highly impressed with the mineral qualities of the country, but coming to the conclusion that it was no place for the squatter. Consequent on the death of his partner, Mr. Livingston returned to South Australia, voyaging from the Gascoyne to Shark's Bay in a two-ton pearling boat. He subsequently re-visited Gascoyne, where some very stirring adventures were added to his experiences, but was driven back by the drought, and next accepted a commission from a syndicate to inspect the country north-west of Port Augusta, which he reported "a place for the rich and not the poor man," an estimate which has proved correct. The following year he travelled through

New South Wales, during which trip he was isolated on an area of about two acres by the waters of the flood which occurred in 1890, remaining in this perilous position for four days and nights. He was successful in securing "Collaringa,"



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MR. JOHN LIVINGSTON.

a fine run on the Culgoa, sixty miles from Bourke, which he still holds, and where his brother (Mr. Duncan Livingston) now resides. Returning to Mount Gambier, he accepted the position of manager of Burrungil Estate for Paltridge & Co., which position he held for seven years. In June, 1898, Mr. Livingston launched out in business as an auctioneer and stock agent at Mount Gambier, meeting with much success, and later with Mr. T. Yates, continuing as Livingston & Yates until the business was sold to Elder, Smith, & Co., who immediately secured the services of Mr. Livingston as auctioneer, and his partner as manager. Mr. Livingston was elected Mayor of Mount Gambier in 1898, served for several terms in the Benara District Council; has been President of the South-Eastern Stock-Owners' Association, and Chairman of the local branch of the Farmers' Union. In 1889 Mr. Livingston was returned to the House of Assembly for the Victoria District, and retained this seat till November, 1906, when he was defeated. In the following month he was returned to the Federal House of Representatives, taking the place of Sir Langdon Bonython, who did not contest the seat, and beating his opponent by a substantial majority.

Legislature.

There have been three well-marked stages in the legislative development of South Australia: the official, the nominee, and the representative. The first of these continued for a period of nearly six years, during which both legislative and executive functions were exercised by a Council, composed of the Governor and principal officials of the colony. To this body there were added, in the first instance, an equal number of non-official members, nominated by the Governor, and both official and non-official nominees were included in the enlarged Legislative Council of 1851, two-thirds of which consisted of elected representatives. Finally, in 1857, twenty years after the foundation of the colony, a bicameral elective Parliament was constituted. The representative principle and a system of responsible government were embodied in its constitution. During the half-century which has elapsed since that time many modifications in detail have taken place, but no essential feature has been changed.

The first Legislative Council was composed of the Governor, who presided, and the following officers:—The Judge, the Colonial Secretary, the Advocate-General, and the Resident Commissioner. These positions were filled, in the first instance, by Captain Hindmarsh, Sir J. W. Jeffcott, Mr. Robert Gouger, Mr. Charles Mann, and Mr. James Hurtle Fisher; but during the two years from December 28, 1836, to December 5, 1838, when the second Council was gazetted, there were several changes. As early as August 22, 1837, Mr. Robert Gouger, the Colonial Secretary, was suspended, and Mr. Thos. B. Strangways was appointed in his stead. Sir J. W. Jeffcott was accidentally drowned, and Mr. Henry Jickling, who had acted as Judge from November 21, 1837, was permanently appointed on December 26. On November 17, 1837, Mr. Charles Mann, the Advocate-General, resigned, and his place was taken on February 9, 1838, by Mr. George Milner Stephen. Further re-arrangements took place when Captain Hindmarsh left the colony on July 14, 1838, and the effect was that when Governor Gawler arrived the only remaining member of the original Council was Mr. Fisher, the Resident Commissioner, whose office from that time was merged in that of the Governor.

From December 5, 1838, to June 15, 1843, the Legislative Council consisted of the following officials:—The Governor and Resident Commissioner, the Colonial Secretary, the Advocate-General, the Surveyor-General, and the Assistant Commissioner of Crown Lands. Mr. G. M. Stephen held the position of Colonial Secretary until

July 8, 1839, when Mr. Gouger was re-instated. Colonel Light resigned his office as Surveyor-General on February 1, 1839, which was taken for a few months by Captain Sturt, and afterwards by Lieutenant E. C. Frome.

This Council began its work immediately the colony was proclaimed—indeed, the drafting of that proclamation may be deemed its first official act—and proceeded without much regard to custom or precedent. The Governor arrived on a Thursday, and the first Council meeting was held on the following Saturday, when two "Acts" were passed, one establishing Courts of General and Petty Sessions, and another fixing the qualification of jurors. At the same meeting some magistrates were also appointed. Two days afterwards another Council was held, when an Act was passed for the summary termination of disputes between masters and servants. The legislation of those days was not hampered by formality. When a Bill was about to be passed the usual method of announcing the fact was to issue a notice to the effect that the Bill "could be inspected at the office of the Colonial Secretary," a gum-tree opposite Government House serving as a gazette.

There does not appear to have been either much discussion or long delay over legislative enactments, for as a rule an ordinance was adopted on the day that it was introduced. Quite a number of Acts were thus placed on the early Statute-book, including, in addition to those which have been mentioned, Acts "For granting licences for the sale of wine, beer, and spirituous liquors," "For the promotion of good order in public-houses," "For the establishment of a Court to be called 'The Supreme Court of the Province of South Australia.'" This method of crude and, perhaps, hasty legislation was not favourably regarded in England, perhaps because it savoured rather too much of the principle of self-government, for which the colony was not considered ripe. The community was still under the control of the mother country, and governed by its laws—so far as those laws would apply. The only Act that was passed by the early Council which permanently retained its authority was that for the establishment of a Supreme Court.

The Legislature in the early days being also the Executive, legislation and administration were closely intermixed. In his first despatch to the Colonial Commissioners, Governor Gawler referred to certain things he proposed to do, "with the consent of the Council," such as keeping up the existing official establishments, and employing all the surveyors he could procure until the claims of land-order holders were satisfied. The

functions of the Council and its operations were largely influenced by the circumstance that all the legislators were also public officers.

Had prosperous conditions, with their accompaniment of a cheerful spirit, continued, this state of affairs might have been prolonged, but financial difficulty and widespread embarrassment prompted the introduction of certain changes. As early as January, 1840, the Governor found it desirable to furnish the Commissioners with evidence that in exceeding his instructions by incurring heavy expenditure he had acted under the pressure of necessity, and accordingly he appointed a Board of Audit, consisting of three non-official gentlemen, to be associated with the Auditor-General. He adopted this course in order to obtain relief from the sense of personal responsibility, and the people seem to have felt that some kind of extra-official representation was also desirable in their own interests.

In 1839 the Commissioners in London issued a number of regulations which were tantamount to a piece of legislation. Trouble could hardly fail to ensue from law-making conducted 16,000 miles away by a body of gentlemen who were unfamiliar with local circumstances. Mr. B. T. Finnis, in his "Constitutional History of South Australia," says of these regulations: "They look very complete and ingenious on paper, but they involved an amount of complexity and delay which rendered their observance in a new country an absolute impossibility, without an absolute stoppage of all government." The situation had become so strained that in April, 1840, a memorial from the colonists was forwarded to the Secretary of State, praying for the extension of the Legislative Council by a certain number of non-official members being added to it, chosen freely by the people, and with the proviso that if any law were unanimously opposed by the non-official members it should not take effect without the sanction of the Queen.

Nothing came of this appeal immediately, though it may have affected the plan for enlarging the Legislature which afterwards came into operation, but the crisis developed on both sides of the world with considerable rapidity. Governor Gawler's bills were dishonoured, and he was recalled. The Board of Commissioners was disbanded, and replaced by a new one. A Parliamentary enquiry into the financial affairs of South Australia took place, which resulted in measures of relief being adopted, and the control of the colony being transferred from the Commissioners to the Crown. Meanwhile, Governor Grey and his Council were struggling with difficulties of a most embarrassing character. There was widespread distress, and yet every attempt to increase the revenue and effect improvements in the state of affairs was met by most determined opposition. The colony was seething with discontent, the administration was made the scapegoat, and a petition was numerously signed, praying for the Governor's removal. All this is matter of

history, and is summarized here as introducing the second stage of South Australian legislation, that of nomineeism in its Legislature.

The "Act for the Better Government of South Australia" came into operation on February 20, 1843. It empowered Her Majesty "to establish a form of Legislature similar to that previously in force in all the other Australian colonies, and instructions were sent to the Governor, under the royal sign-manual, constituting such a Council as being, at least for the present, best suited to the wants and conditions of the colony, the hope being held out that at an early period it might be expedient to grant to the inhabitants of the colony a certain degree of control over its resources and expenditure by means of popular representation in the local Legislature" (Hodder).

Under the Royal instructions referred to in the previous paragraph, the new Council was gazetted on June 15, 1843. From that date until February 21, 1851, it consisted of the Governor, with three official and four non-official members nominated by him. The first members of the Council were the following:—Governor, George Grey; Colonial Secretary, A. M. Mundy; Advocate-General, William Smellie; Registrar-General, Charles Sturt. Non-official members: Major Thos. O'Halloran, Thomas Williams, John Morphett, and George F. Dashwood. During the seven years of its existence the personnel of the Council was not greatly altered. Governor Grey was succeeded in turn by Lieutenant-Colonel Robe and Sir H. E. F. Young. While Captain Sturt was absent exploring his place was temporarily occupied by Mr. J. W. Macdonald, and Mr. B. T. Finnis became Registrar-General in 1847, but otherwise there were no alterations in the official members. Of the non-official members, Mr. Williams resigned in 1843, and Mr. Jacob Hagen was appointed in his place. Instead of Mr. Dashwood, Captain C. H. Bagot was nominated in 1844, Mr. S. Davenport entered the Council in 1845, and Mr. R. F. Newland was a member of it for a few months in 1847. The Council, therefore, enjoyed a fair measure of continuity in its personal composition.

The Council was called together for the first time on June 20, 1843, when the oaths were administered to the members, and a lengthy inaugural address delivered by the Governor. In the course of this address His Excellency announced that in order to give the public every opportunity for becoming acquainted with every detail of the financial affairs of the colony, and of increasing their knowledge of the legislative measures of the Council, he sanctioned the admission of strangers to hear the debates. This was his characteristic method of replying to their bitter and persistent attacks on himself and his administration, of which he took no formal and direct notice whatever. When the Council met for the transaction of business on October 10 the accorded privi-

lege of being present was seized upon by as large a number of the public as could crowd into the new building on North Terrace, where the sessions were held. Not only the strangers' gallery, but the body of the House was filled in every part, proving that the event was regarded as one of exceptional importance. The first session of the Council extended over five weeks, and during that period sixteen Acts, or "Ordinances," were passed, which indicate a considerable amount of legislative activity, but none of the measures seem to have been of vital importance. The closing years of Captain Grey's administration were marked by a growth of general prosperity, and there was a subsidence of agitation and discontent. Though the principle of representation was not

Home authorities. Lord Stanley had introduced a Waste Lands Bill into the Imperial Parliament, which imposed a royalty on minerals raised, and, the measure being defeated, he prepared a new Bill, obtaining meanwhile the opinion of the law officers of the Crown to the effect that the existing Act would bear the construction that such a royalty might be levied. He thereupon forwarded a despatch to the Governor, advising the imposition, and enclosed a copy of the legal opinion. The colonists were, of course, up in arms at once, adopted the usual plan of protesting by means of a petition, and manifested the strongest objection to the proposal. The next step was the publication in the *Gazette* of March 5 by the Governor of a "minute" containing a series of



Photo by H. Krischock.

PARLIAMENT HOUSE, ADELAIDE.

conceded in the Legislature, the colonists acquiesced in the arrangement for the time being, and the Governor, understanding the situation, judiciously avoided what might have produced disturbance.

His successor, Governor Robe, was neither so cautious nor so successful. One of his first administrative acts was an interference with the disposal of waste land, which brought upon him no small amount of obloquy, and caused him to be dubbed, "Land-jobber and Auctioneer-in-Chief by appointment to Her Majesty." This was followed by the obnoxious attempt to impose a royalty on minerals, which led to the first "scene" in the Legislature, and the effective assertion of its rights by the non-official moiety of the Council. His Excellency's action was apparently dictated, or suggested, by the

rules based on the principle of one-fifteenth of the produce of mines being reserved to the Crown. This announcement was immediately met by a strong demonstration, in which the injustice and bad faith of the proposal were freely commented on, and petitions to both Houses of the Imperial Parliament were numerously signed. The subject came before the Legislative Council on September 30, when the new Waste Lands Bill was introduced by the Advocate-General. An amendment was moved by Major O'Halloran that the Bill be read that day six months. As the numbers of the official and non-official members were equal, the amendment was lost by the Governor's casting-vote, and the motion carried. Thereupon Mr. Morphett rose, and, followed by Major O'Halloran and Messrs. Bagot and

Davenport, left the Council Chamber. The audience in the strangers' gallery, charged with excitement over the question, and appreciating the position, indulged in shouts of "Bravo!" The astonished Governor and his officials were dumbfounded, for no further progress was possible, as the withdrawal of one-half of the Council left it without a quorum. As soon as silence was restored His Excellency declared the Council adjourned.

When the Council re-assembled a week later, His Excellency expressed his disapproval of the move by which he had been checkmated; but the non-official members, instead of apologizing for their conduct, justified it on the ground that it was the only course left open to them, as "His Excellency invariably neutralized the votes of independent members in every case when the votes were equal, and on every measure resisted by the non-officials." When the motion for going into Committee was submitted another trial of strength took place, which resulted in a similar way. The division was carried by the casting-vote of the Governor, but for once he evidently knew when he was beaten, for in announcing the result he said: "Having vindicated the dignity of the Crown and asserted its right to insist on the presence of members, he had no hesitation in saying that he should, in deference to the strongly-expressed opinion of all the non-official members, and in compliance with the earnest appeal of their senior (Major O'Halloran) authorize the withdrawal of the Bill."

So ended the first legislative deadlock, which had shown the unsatisfactoriness of the system; but it was soon followed by graver trouble over another question. Governor Robe was colour-blind to public feeling and sentiments, and curiously incapable of appreciating the rights of the people in the matter of legislation. Hence he introduced into the Legislative Council his scheme of granting public money for religious purposes, and persisted in it, despite a storm of opposition, which was expressed in every possible way. On this occasion two of the non-official members—Mr. Morphett and Major O'Halloran—voted with the Executive, the opponents being Captain Bagot and Mr. S. Davenport. Numerous public meetings were held, and petitions presented to the Legislative Council, against the proposal; but it was carried in disregard of every remonstrance. Within a month, however, a memorial, signed by 2,300 persons, was sent home, appealing against the action of the Governor and Council in voting the money against the declared opposition of the majority of the colonists. Nor was this the only effect. The powerlessness of the people to control the disposition of the public funds, and to maintain intact the principles on which the colony was founded was made painfully clear, and roused into effective action the desire for some more popular legislative system, which should include the element of representation. Steps were immediately initiated with that object in view, and meantime the Governor became so

weary of the strife he had provoked that he asked to be relieved of his responsibilities.

Under the presidency of Sir H. E. F. Young a totally different spirit and purpose pervaded the Legislative Council. It was no longer regarded as an engine of autocracy, but as an agent for executing what was desired by the community. In his speech at the opening of the Council in November, 1848, His Excellency expressed the hope that representative institutions would shortly be established, and gave his assurance that in the meantime he was cordially desirous to join only in such legislation as was in unison with the general opinion of the colonists. Sir Henry was, in fact, an enlightened and liberal supporter of the principle of local government, and the Council was not unwilling to follow his lead. When the Bill for the resuscitation of the Corporation of Adelaide was introduced the Governor said: "The Bill to constitute a Municipal Corporation for the City of Adelaide, and the Bill to provide a general Board for the care and maintenance of the lines of roads, with local elective Boards for the management of the district or cross roads, are framed on so popular a basis as to be a precursor of that more general system of representative government, the concession of which has usually been preceded by some experience of the working of civic, or parochial, or district municipalities." Under such direction, and having as its object the translation of such ideas into practice, it is not surprising that the Legislative Council, in its later sessions, even without its members being elected representatives, rendered considerable public service, and that some of its work endures to the present day.

On September 24, 1849, the Imperial Act, which provided for reconstituting the Legislatures of the Australian Colonies generally, reached Adelaide, and forthwith became the theme of much discussion. The Act was designed to accomplish several purposes. It separated the Port Phillip District from New South Wales, and defined the boundaries of the new colony of Victoria. It provided for the establishment of Legislative Councils in each colony, one-third to be nominated by the Governor and two-thirds elected by the people. To these bodies was given power to make laws, raise taxes, appropriate money, and establish District Councils; also, with the consent of the Imperial Government, to alter the constitution of the Legislative Councils, if necessary. Finally, power was given to accomplish federation by the formation of a General Assembly; but this part of the scheme found no favour, and perished still-born.

The Legislative Councils provided for under this Act were each to be limited to twenty-four members, and were almost avowedly intended to be of a temporary character, for they were empowered to alter from time to time, by any Act or Acts, "the provisions or laws for the time being in force under this Act, or

otherwise concerning the election of the elective members of such Legislative Councils respectively, the qualifications of electors and elective members, and generally to vary in any manner not hereinbefore authorized the Constitutions of such Legislative Councils respectively; or to establish in the said colonies respectively, instead of the Legislative Councils, a Council and a House of Representatives, or other separate legislative Houses, to consist respectively of such members to be appointed or elected respectively by such persons and in such manner as by such Acts shall be determined, and to vest in such Council or other separate legislative Houses the powers and functions of the Legislative Council, for which the same may be substituted." There was, of course, a proviso that any such Constitution Act should be reserved for Her Majesty's assent. It was evident, therefore, that the supreme business of the Council would be the framing of a Constitution, and the device of creating a partly official and partly representative body was an ingenious method of securing the performance of the work in harmony with colonial ideas and aspirations without incurring too serious risk.

The new Constitution Act reached the colony on January 16, 1851, Mr. G. F. Angas, who had watched its progress through the British Parliament, in the interests of the colonists, being a passenger by the same vessel. It was proclaimed in a *Gazette Extraordinary*, and on February 21, having passed an Ordinance for establishing the Legislative Council, and to provide for the election of its members, the old Council adjourned *sine die*. For the purpose of the elections the colony was divided into sixteen single-member electorates. Political organizations of various kinds had been hard at work for months past, and public excitement ran high when the elections commenced on July 2. The Council met for the first time on August 28, at the new Court House in Victoria Square, now the City Watch-house, which was thronged with spectators eager to witness the opening ceremony.

This Council was largely experimental, its most important power being that of introducing such modifications as were found advantageous, which the Governor recommended should be used to remedy "proved inconveniences, and not merely theoretical requirements." Mr. Morphett was elected Speaker, and one of the first things done by the Council was to abolish State aid to religion. During the first session, also, it inaugurated a system of public education, which was an advance on anything that had previously existed, and it also initiated the work of railway construction, by passing the City and Port Adelaide Railway Bill.

The session was a long one, for the Council was not prorogued till January 2, 1852. Meanwhile the dislocation caused by the gold discoveries and consequent exodus to Victoria had affected everything, and less than a month after the prorogation the Council

was summoned for a special session to pass the Bullion Act, which was passed through all its stages in a single day. No colonial Legislature has ever done a bolder or wiser thing than the Council did in promptly legalizing a measure which saved the colony from impending ruin and brought to it a stream of prosperity, and seldom, if ever, has a Governor taken upon himself weightier responsibility than did Sir H. E. F. Young, when he assented to an Act which, whatever its merits, subverted the currency laws of the Empire and was repugnant to Imperial statutes. Happily for both, the Imperial Government recognized the seriousness of the emergency, commending instead of condemning the ability displayed in dealing with it.

During the session of 1853 the question of a new Constitution came up for discussion, a Bill being introduced for the establishment of a bicameral Parliament, the Council to consist of nominated members and the Assembly of elected representatives. The chief bone of contention was the continuance of the nominee principle, to which the elected members of the Council were strongly opposed, and were sustained in their antagonism by public opinion outside. Eventually, however, some of these members agreed to a compromise, and the Bill was passed. As we shall see, it did not come into operation, but the debate upon it was of an exceptionally high character, and was valuable as a contribution to the political education of the community. As to the Bill itself, there was so much public dissatisfaction with it that a petition was sent home, asking that it might not be assented to, which admittedly influenced the action of the British Government. Another measure of great importance was the Act for the establishment of District Councils, which extended the principle of local government, and relieved the central administration of much responsibility for details. The system then introduced has been extended and modified according to necessity, and has proved of great advantage.

The first partly-elected Legislative Council was dissolved on August 15, 1855, as the result of a dispatch from Lord John Russell. His Lordship stated with reference to the Parliament Bill that the intentions of Her Majesty's Government had been misconceived in certain matters. The Bill, therefore, was not taken as an expression of the majority, and it was recommended that an opportunity should be given for such expression of opinion by a dissolution of the elective part of the Council, and an appeal to the country. This was immediately acted upon, the elections were fixed for September 20 and 21, and in the interim there was great agitation and excitement. Feeling ran so high in Adelaide that a veritable riot took place on election day. A contemporary record states that foot policemen failed to disperse the crowd and quell the tumult. "Mounted troopers, led by the Commissioner

of Police, galloped with drawn swords into the thickest of the fight, and the admirable and determined movements of this body had a very salutary effect upon the infuriated partisans, several of whom were captured."

Sir Henry Young had been succeeded in the Governorship by Sir Richard MacDonnell, who held strongly what were regarded as conservative ideas, and put forth an elaborate outline of a Constitution Bill in which they were embodied; but his efforts to solve the problem did not win public confidence. When the Council opened, however, while still avowing his preference for certain forms, he made the wise remark that it was better to submit to inconveniences, if supported by public opinion and sympathy, than to strive for the most ideal form of government in opposition to the feelings



SIR JAMES HURTLÉ FISHER,
First President of the Legislative Council.

of the community. This observation may be regarded as giving the keynote to what followed.

The Constitution Bill, as originally introduced, was not very favourably received, but the spirit of compromise was in the air, and the principle laid down by the Governor was acted on. The Government suggested, in order to avoid the rejection of the measure, that if the second reading were carried the members of the Council should not be pledged to any of its clauses, and with this understanding it was taken into Committee. When the Bill finally emerged from its long and severe ordeal it provided for two Chambers, both elective. The Council was to consist of 18 members, elected by the whole

colony as one constituency, and the House of Assembly of 36 members, to be chosen by 17 districts, equally arranged, and divided on the basis of population. Six members of the Legislative Council were to retire every four years, and their successors to be elected for twelve years; and for the Assembly the elections were to be triennial. The qualification of voters for the Legislative Council was to be a freehold of £50 clear value, or the occupation of a dwelling-house of £25 annual value, or a leasehold of £20 per annum, with three years to run. The qualification of an elector of the Assembly was that he should be 21 years of age and on the electoral roll for six months, and that for a member of the Assembly was the same. A member of the Council, to be duly qualified, must be 30 years of age, and resident in the colony for three years. All voting was to be by ballot, and all money Bills were to originate in the Assembly. Responsible government was secured by requiring all Ministers to be elected by the constituencies and to sit and vote in their own Chamber. All official appointments and dismissals were to be in the power of the Ministry, and no Governor's warrant for the payment of money would be valid unless countersigned by the Chief Secretary. The third reading of the Bill, as amended, was carried on January 2, 1856.

The session of the Council in which this work was accomplished was the longest held in the colony up to that time. It was distinguished by legislative activity in several departments, no fewer than fifty Bills having been introduced, of which thirty-five were passed. The prorogation did not take place till June 4, and on the 24th of that month the Constitution Act was assented to by Her Majesty at a Cabinet Council held in Buckingham Palace. It was received back again without alteration or amendment on October 24, 1856, and the same day the Governor proclaimed the new Constitution, together with the appointment of the first Ministry. The Ministers were as follows:—Chief Secretary, B. T. Finnis, salary £1,300; Attorney-General, R. D. Hanson, salary £1,000; Treasurer, R. R. Torrens, salary £900; Commissioner of Crown Lands and Immigration, C. Bonney, salary £800; Commissioner of Public Works, A. H. Freeling, £800. It is observable that the emoluments of Ministers were graduated according to the importance of their offices and the nature of the work.

The old Council was kept alive until the writs for the new Parliament were issued on February 2, 1857; and meanwhile a short session was held from November 11 to December 11, 1856, when it was prorogued by commission, but only seventeen sittings were held. This body had displayed so much zeal and ability in dealing with the critical subjects entrusted to it that almost all of its members who offered themselves as candidates were elected to the Parliament.

So much importance was attached to the election

of the first Parliament that polling-day, March 9, was proclaimed a general holiday. For the eighteen seats in the Council there were twenty-seven candidates, and there were sixty-two aspirants for the thirty-six seats in the House of Assembly. The elections throughout were conducted in a quiet and orderly manner, thanks to the new arrangements. Though what was known as the gagging clause was vehemently condemned in some quarters, especially by candidates who were late in the field, and their partisans, it checked ebullitions of political excitement. There were no hustings speeches, with their accompaniments of bands, banners, processions, and badges, but a mere reading of nomination-papers by the returning-officer. Polling-places were not allowed to be near public-houses, and the system of voting by ballot resulted in the business being transacted without any demonstration. As there was no counting of votes till all were cast, incentives to turbulent displays were absent.

About a thousand persons assembled on North Terrace to witness the arrival of His Excellency when the Parliament was opened on April 22, 1857. The late Sir James Hurtle Fisher was elected President of the Legislative Council, and the late Sir George Strickland Kingston, Speaker of the House of Assembly. The Governor's speech unfolded a programme of useful work to be undertaken, which was entered upon with spirit; but attention was speedily absorbed by the first of many contests between the Chambers. The occasion was the amendment of a money Bill by the Council, which the Assembly resented as a breach of privilege. Thereupon a long and wearisome discussion followed on the respective rights and powers of the Chambers. Lengthy opinions were given, analogies were compared, and precedents quoted *ad lib.*, but the deadlock continued so long that an outsider might be tempted to exclaim: "A plague on both your Houses!" At length a working compromise was agreed to as the best way out of the difficulty: that the Council might "suggest" modifications of money Bills, and should they not be adopted by the Assembly, the Bill might be returned to the Council for reconsideration and either acceptance or rejection. It was scarcely to be expected that the new legislative machinery would run from the start without friction, and this was the earliest instance of adjustment being found necessary.

Much the most interesting and perhaps the most important piece of legislative work that was done by the Parliament in its first session was in connection with the mode of transferring real estate. The measure, which afterwards became popularly known by the name of its author, was introduced by Mr. R. R. Torrens, and did not encounter any serious opposition. It passed its third reading in the House of Assembly by a majority of twelve, and the Legislative Council by a majority of five. As it simplified the transference of

property by the substitution of registration, with certificates for title-deeds, it revolutionized the business of conveyancing. At a later period it was strenuously attacked, and opposition to it became an occasion of trouble; but the soundness of the principles and superiority of the methods embodied in and sanctioned by the Act are now scarcely questioned. The originality, boldness, and utility of the innovation have always reflected credit on the Legislature by which it was introduced.

During the fifty years that have elapsed since responsible government was inaugurated all the members of the first Parliament, save one, have joined the great majority; but the principles that were then established



SIR GEORGE STRICKLAND KINGSTON,
First Speaker of the House of Assembly.

have continued to operate, and no fundamental alteration took place in the constitution or functions of the Legislature until federation was accomplished. As the result of the establishment of the Commonwealth certain departments were transferred to the Federal Government, including Defence, Customs, and the Post Office and Telegraph systems. The effect, of course, was to limit the scope of Parliamentary activity in certain directions, also to relieve the Administration of a measure of responsibility; and to adapt the legislative and executive machinery to the new conditions involved retrenchment in both.

In order to secure in the Parliament as true a representation of the people as possible, and in conse-

quence of the growth or movements of the population, several changes were made, both in the number of members and in the arrangement of electorates. By an Amending Act, passed in 1881, as the result of a prolonged agitation in favour of Council reform, the number of members of the Upper Chamber was increased to twenty-four. At the same time, the maximum tenure of a seat in the Legislative Council was reduced from twelve to nine years, and the intervals between the general election of a third of its members from four to three years, thus making it more practicable to conduct elections for both Houses simultaneously. For the purpose of Council elections, the colony was divided into four Districts—the Central, Southern, North-Eastern, and Northern—each having six representatives, two of whom would retire by rotation every three years, the object being to keep the Council in touch with the feelings of the constituencies. The first election under this new arrangement was that of Mr. W. K. Simms, on February 28, 1884.

The grouping of representatives in the House of Assembly was very irregular in the first instance, for while fourteen electorates had two members each, the Murray had only one, the Burra and Clare three, and the City of Adelaide six. A redistribution took place at the election of the third Parliament, in 1862, under an Act passed in the previous year. The Murray was omitted from the list of electorates, the District of Stanley constituted, and the City of Adelaide was divided into East Adelaide and West Adelaide. Thus there were eighteen districts, each of which returned two members.

This arrangement continued for a decade, but the number of members was increased to forty-six, and the Electoral Districts altered and increased to twenty-two by the Act of 1872. Two-member districts were the rule, but there were exceptions, dictated by numerical and geographical considerations. The new District of North Adelaide was given a single member, Light and Flinders having each three representatives.

After another ten years a further addition of six members was made to the House of Assembly, the total number being raised to 52, returned by 26 Districts, in which the two-member principle prevailed uniformly throughout, the first election under this arrangement being held in April, 1884. Six years afterwards, at the elections of 1890, the Northern Territory was constituted a separate and additional electorate, with two members, bringing up the total to 54.

The next alteration, ten years afterwards, was in the direction of contraction instead of expansion. In 1901, the year which witnessed the inauguration of the Commonwealth, the Constitution Amendment Act was passed, reducing the membership of the Council to eighteen and that of the House of Assembly to forty-two, the latter grouped in thirteen constituencies, to

seven of which three members were allotted, to two of them four, and to another five, while the Northern Territory had two; the distribution being as far as possible on a population basis. The seventeenth Parliament was elected under the Amending Act just referred to. In curtailing the necessary expenditure of the legislative department of the State, by the self-reduction of its members, without waiting for the prompting of popular clamour, the South Australian Parliament set an example to the whole of Australia.

Ministerial instability was one of the distinguishing characteristics of the first South Australian Parliament, and it has re-appeared at several subsequent periods. Forty-five Ministries have been formed during the last fifty years, which have held office for varying terms. The record for brevity is held by that of Mr. Solomon, which was formed on December 1, 1899, and continued in power for exactly a week. Much the longest-lived of all was Mr. Kingston's Ministry, which held the reins of government for nearly six and a half years—to be exact, six years, five months, and fifteen days—from June 16, 1893, to December 1, 1899. No other Ministry retained its position nearly so long, the next in order being the Jenkins Government, which held office for three years, nine months, and a fortnight; and the Bray Government, which was in power for just a week less than three years. The first Ministry of all lasted for less than four months after the assembling of Parliament, the second for nine days, the third for twenty-nine, and the fourth for two years and nine months. By that time members had shaken down, as it were, into the new situation. In the second Parliament the duties of Premiership were sustained principally by the Hon. Thos. Reynolds and the Hon. G. M. Waterhouse, both of whom were capable business men; and the public satisfaction with the conduct of affairs was shown at the third general election, at which two-thirds of the members of the second Parliament were successful candidates.

Some of the subjects with which the earlier Parliaments had to deal were of a character that demanded the exercise of superior ability. In 1863, while the third Parliament was in existence, the Northern Territory was annexed to South Australia as a reward for the enterprise shown in exploration. A heavy burden was thereby added to the Administration, and the affairs of the Territory monopolized a large share of attention. On the Legislature devolved the duty of managing a distant and most troublesome acquisition, which was rendered all the more irksome because constant promises and prospects of success were followed by a monotony of embarrassment and failure.

Closely connected with this extension of authority and consequent responsibility was the project for establishing telegraphic communication with Europe through the heart of the continent. A great opportunity was



SOUTH AUSTRALIAN PREMIERS.

presented, and though the undertaking was a weighty one for such a community the Legislature was equal to the occasion, and did its part towards carrying the work to a satisfactory termination.

Land legislation, which is an important subject everywhere, is especially so in a country like South Australia, where certain principles were the basis of settlement, which in the course of years required to be greatly modified in their application. The waste lands of the Crown, an enormous estate, were handed over absolutely to local control, together with the Constitution which established responsible government. The existing methods of dealing with them were open to abuses. While land was sold by auction the Government sales were attended by "land sharks," who purchased all they could secure, and held the land for speculative purposes. Thus monopolies were formed, and genuine settlement retarded. Various suggestions were offered to meet the case, and eventually the "Strangways Act" was passed, under which the area of a single purchase was limited, and the system of deferred payments introduced. The general effect of this legislation was highly beneficial, and it was found possible to introduce amendments for overooming other evils as they arose. Liberal land laws to encourage the occupation of the country for the purposes to which it is adapted, whether pastoral or agricultural, are essential conditions of progress and prosperity. The problem to be dealt with in South Australia is intricate, being complicated by climatic and other conditions, as well as the theories of reformers; and sometimes it has proved exceedingly difficult, but the South Australian Parliament has generally pursued a wise and enlightened policy.

Until the organization of the Labour Party as a political body there were no permanent and clearly-defined divisions, either in the Parliament or the constituencies. Occasionally a test question cropped up for a time, causing a temporary coalescence of supporters or opponents; but the general policy of one Ministry usually bore a strong family likeness to that of another. Hence changes of Government were produced by other causes, and frequent in their occurrence; while occasionally there were found in an Administration gentlemen who had not long before been in active opposition to each other. A Cabinet has been formed in which three of the Premier's colleagues were Ex-Premiers themselves. Many crises have been attributed to a craving for place and power, and no-confidence motions are said to have been carried for no better reason than a general feeling that the Ministry had held office long enough, and it was only fair for the other side to have an innings. While there may be some justification for such criticisms, the Parliament as a rule has not been greedy of pecuniary advantage. The question of payment of members was not settled until the year 1872, and then the

rate of remuneration was fixed at the moderate amount of £200 per annum.

In bicameral Legislatures disagreements between the Chambers are to be expected, and public sympathy engaged on the side of the popular House. South Australia has been no exception to the rule. One of the severest conflicts of the many that have occurred, and which aroused public feeling against the obstructiveness of the Council to the highest pitch, was the resistance of that branch of the Legislature to a vital part of the famous Boucaut policy. The principal features of that policy were the construction of railways and other public works at a cost of something like three millions sterling, a loan to be raised to cover the expenditure, and the interest upon it secured by additional taxation. As a scheme the project was bold, comprehensive, and complete. It was discussed at numberless public meetings prior to a general election, and the mind of the country ascertained thereby. A large majority of the House of Assembly was in favour of the proposal, which the Council, however, neutralized by refusing to pass the taxation Bill. All that the Council rejected, and more, larger schemes than the Boucaut Ministry propounded afterwards came to pass: for the courageous and enterprising spirit developed during the discussion long continued to affect legislation. For the solution of deadlocks, when the Legislative Council was enlarged in 1881, it was provided that if a Bill were passed in two sessions by the Assembly, and each time rejected by the Council, a general election having taken place between the two sessions, the Governor was empowered to dissolve both Houses, and thus submit the matter in dispute to the constituencies. As an alternative, and to avoid the probably objectionable course of putting the country and the members of the House of Assembly personally to the expense of a second general election, the Governor was empowered to issue writs for the election of two members for each district of the Legislative Council. Should this course be adopted, vacancies in the Council, whether by rotation, resignation, death, or otherwise, would not be filled by any fresh election until the numbers were reduced to eighteen. Failing other measures, therefore, it was possible, in case of persistent disagreement, either to send both Houses to the country, or to make a special appeal to the constituencies of the Legislative Council. The conflict which took place over the question of the Legislative Council franchise in 1906, and the discussion in the following year of the provisions just described is matter of recent history.

Without having aimed to put up a record in the matter of advanced legislation, the South Australian Legislature has throughout its history kept fairly well abreast of the democratic tendencies of the times. In many things it has led the way so far as Australia is concerned, among which may be enumerated certain fea-

tures of its land legislation, such as the Homestead Blocks Act, the Real Property Act, the education system, the abolition of State aid to religion, the Advances to Settlers' Act, the State Bank, the treatment of State children, the electoral laws and their machinery, and the franchise. This list is suggestive, and might be extended. As to the latter item, manhood suffrage for the representative Chamber was introduced with the first Parliament, the principle of "one man, one vote" has always been in operation, and provision has been made for voting by post. The most important extension, however, was made in 1895, when adult suffrage became the law. The constituencies were thereby doubled in number; and when women voted for the first time, at the general elections of 1896, proof was afforded that they prized the privilege. The number of the women who went to the polling-booths exceeded that of the men. Five years later the women of South Australia voted for representatives in the Commonwealth Parliament, and as the electoral system of Federation when formulated was necessarily uniform throughout, the action of the South Australian Parliament led to the enfranchisement of Australian women everywhere, so far as the Federal Parliament is concerned.

For average capacity South Australian legislators have always compared most favourably with those of other colonies. Both Chambers have been fortunate in the gentlemen who have presided over their deliberations. Of Sir G. S. Kingston, the first Speaker of the House of Assembly, and Sir J. H. Fisher, the first President of the Legislative Council, it may be said that they were eminently fitted for their respective positions, being tactful, impartial, courteous, dignified, and firm. Each of them set up a high standard which their successors, without exception, have striven to maintain. One result has been that the proceedings of the Legislature have been conducted almost invariably in such a manner as to command public respect; and, though heated discussion, stone-walling, all-night sittings, and red-hot partisanship have not been novelties, there has been a remarkable absence of the "scenes" which have so frequently occurred elsewhere.

PRESIDENTS OF THE LEGISLATIVE COUNCIL.

Sir J. H. Fisher, 1857 to 1865.
 Sir J. Morphett, 1865 to 1873.
 Sir W. Milne, 1873 to 1881.
 Sir H. Ayers, 1881 to 1893.
 Sir R. C. Baker, 1893 to 1901.
 Sir J. L. Stirling, 1901.

SPEAKERS OF THE HOUSE OF ASSEMBLY.

Sir G. S. Kingston, 1857 to 1860.
 Hon. G. C. Hawker, 1860 to 1865.
 Sir G. S. Kingston, 1865 to 1881.
 Hon. R. D. Ross, 1881 to 1887.
 Sir J. C. Bray, 1888 to 1896.
 Sir J. Coles, 1890.

SOUTH AUSTRALIAN MINISTRIES.

October, 1856, to July, 1905.

Premier.	Period of Office.		Duration.	
	From.	To.	Months	Days
Finniss	Oct. 24, 1856	Aug. 21, 1857	9	28
Baker	Aug. 21, 1857	Sept. 1, 1857	—	11
Torrens	Sept. 1, 1857	Sept. 30, 1857	—	29
Hanson	Sept. 30, 1857	May 9, 1860	31	9
Reynolds	May 9, 1860	May 20, 1861	12	11
Reynolds	May 20, 1861	Oct. 8, 1861	4	18
Waterhouse	Oct. 8, 1861	Oct. 17, 1861	—	9
Waterhouse	Oct. 17, 1861	July 4, 1863	20	18
Dutton	July 4, 1863	July 15, 1863	—	11
Ayers	July 15, 1863	July 22, 1864	12	7
Ayers	July 22, 1864	Aug. 4, 1864	—	13
Blyth	Aug. 4, 1864	Mar. 22, 1865	7	18
Dutton	Mar. 22, 1865	Sept. 20, 1865	5	29
Ayers	Sept. 20, 1865	Oct. 23, 1865	1	3
Hart	Oct. 23, 1865	Mar. 28, 1866	5	5
Boucaut	Mar. 28, 1866	May 3, 1867	13	5
Ayers	May 3, 1867	Sept. 24, 1868	16	21
Hart	Sept. 24, 1868	Oct. 13, 1868	—	19
Ayers	Oct. 13, 1868	Nov. 3, 1868	—	21
Strangways	Nov. 3, 1868	May 12, 1870	18	9
Strangways	May 12, 1870	May 30, 1870	—	18
Hart	May 30, 1870	Nov. 10, 1871	17	11
Blyth	Nov. 10, 1871	Jan. 22, 1872	2	12
Ayers	Jan. 22, 1872	Mar. 4, 1872	1	11
Ayers	Mar. 4, 1872	July 22, 1873	16	18
Blyth	July 22, 1873	June 3, 1875	22	12
Boucaut	June 3, 1875	Mar. 25, 1876	9	22
Boucaut	Mar. 25, 1876	June 6, 1876	2	12
Colton	June 6, 1876	Oct. 26, 1877	16	20
Boucaut	Oct. 26, 1877	Sept. 27, 1878	11	1
Morgan	Sept. 27, 1878	June 24, 1881	32	27
Bray	June 24, 1881	June 16, 1884	35	23
Colton	June 16, 1884	June 16, 1885	12	—
Downer	June 16, 1885	June 11, 1887	23	26
Playford	June 11, 1887	June 27, 1889	24	16
Cockburn	June 27, 1889	Aug. 19, 1890	13	23
Playford	Aug. 19, 1890	June 21, 1892	22	2
Holder	June 21, 1892	Oct. 15, 1892	3	24
Downer	Oct. 15, 1892	June 16, 1893	8	1
Kingston	June 16, 1893	Dec. 1, 1899	77	15
Solomon	Dec. 1, 1899	Dec. 8, 1899	—	7
Holder	Dec. 8, 1899	May 15, 1901	17	7
Jenkins	May 15, 1901	Mar. 1, 1905	45	16
Butler	Mar. 1, 1905	July 26, 1905	4	25
Price	July 26, 1905	—	—	—

The Ministry.

(1907.)

The Honourable THOMAS PRICE, head of the South Australian Government, holding, in addition to the office of Premier, the portfolios of Commissioner of Public Works and Minister of Education, was born on January 19, 1852. His parents were Jane and John Price, of North Wales, who, in 1853, took up their residence in Liverpool, in which city Mr. Price remained until he left for South Australia in 1883. The future Premier of one of Great Britain's oversea possessions was not lavishly educated, but he undoubtedly made the most of his opportunities, as his schooling was limited to studies gained at an institution known as a Liverpool Penny School. It was in the same city that he served an apprenticeship to the trade of stonemason, and at this calling found employment until he sailed for the State of which he is now the chief Minister. This was in May, 1883, and Mr. Price was accompanied by his wife, a daughter of Edward Lloyd, timber merchant, of Liverpool. When he arrived in South Australia, Mr. Price worked at his trade for some time, and was engaged as a stonemason on the new



Duryea,

Adelaide

HON. THOMAS PRICE.

Parliament Buildings on North Terrace. He also held an appointment as Clerk of Works in the Government Locomotive Works at Isling-

ton. In 1893 he was first elected to Parliament, being chosen as a representative for Sturt, his colleague being the Hon. J. G. Jenkins, now Agent-General. He sat for this constituency until 1902, when Sturt and East Torrens were amalgamated as the District of Torrens, Mr. Price being one of the first members for the new constituency. He was selected as the Leader of the Parliamentary Labour Party when the Hon. E. L. Batchelor secured Federal honours, and retained this position until he was successful in a vote of no-confidence in the Butler Ministry in 1905. Mr. Price then formed an Administration which is still in power. He was Secretary of the Masons and Bricklayers' Society in 1891, and acted in the same capacity for the United Labour Party in 1900. He is a teetotaler and a prominent Rechabite, and exercises an energetic influence for the cause of temperance. As a speaker he is fluent and forcible, and has a strong platform personality. Mr. Price has a family of four sons and three daughters, and resides at Hawthorn, Lower Mitcham, near Adelaide.

The Honourable ANDREW ALEXANDER KIRKPATRICK, Chief Secretary and Minister of Industry in the Price Ministry, represents the Central District in the Legislative Council of South Australia. Born in London on January 4, 1848, he came to South Australia, when twelve years of age, with his mother and family. He was brought up to the printing trade in Adelaide, where he has since been engaged in business. Being an ardent Liberal, Mr. Kirkpatrick has always taken a prominent interest in Labour movements, and has spent many years in the fight for industrial reform. He has been Chairman of the United Labour Party, the Trades and Labour Council, and Eight Hours Celebration Union. He first entered Parliament in 1891 as a representative of the Southern District in the Legislative Council. After serving six years he was defeated, but a little later successfully contested the seat for the Central District, which he still retains. Mr. Kirkpatrick married in 1878, Catherine, daughter of the late

John Cooper, of Adelaide, and has a family of three sons and four daughters. He resides at First Avenue, St.



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HON. A. A. KIRKPATRICK.

Peters, and is a member of the U.A.O.D.

The Honourable ARCHIBALD HENRY PEAKE, Treasurer and Attorney-General in the Price Administration, represents the electorate of Victoria and Albert in the House of Assembly of South Australia. Born in London on January 15, 1859, Mr. Peake came to the Antipodes with his father and family in 1862, first landing in Victoria. Two years later his father came to South Australia, joining the educational service, first at Charleston, and subsequently at Naracoorte. Educated under his father's tuition, the subject of this notice afterwards entered the service of the District Council of Naracoorte, and was appointed to the position of District Clerk there in 1878, and later held various other important positions in the town. He retired from the post of District Clerk in 1897. In 1893 he contested the seat for Albert in the House of Assembly, but was defeated by some fifty votes. In 1897 he successfully contested a by-election caused by the death of Mr. George Ash, and has held the seat ever since.

the district being now the enlarged electorate of Victoria and Albert. He has held the positions of Chairman of



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HON. A. H. PEAKE.

the Independent Country Party and Leader of Opposition, and on Mr. Price forming his Administration in 1905 Mr. Peake was offered and accepted the portfolios of Treasurer and Attorney-General, and is the first layman to hold the latter office in the State. Since 1899 Mr. Peake has resided at Mount Barker, and is a member of the Mount Barker District Council, occupies the position of Worshipful Master of the Prince of Wales Masonic Lodge there, and is a member of the auctioneering firm of Monks & Peake, of Mount Barker. Mr. Peake married Annie,

daughter of the late Rev. H. B. Thomas, of Naracoorte, and has a family of four sons and four daughters, his eldest son holding a position in the office of the Superintendent of Public Buildings.

The Honourable LAURENCE O'LOUGHLIN, J.P., Commissioner of Crown Lands and Minister of Mines and Agriculture in the Price Administration, is a native of the Salisbury district, South Australia, where he was born in January, 1854. His father, the late Cornelius O'Loughlin, was one of this State's earliest colonists, arriving amongst the settlers in the late thirties, being one of the pioneers to open up the land on the Adelaide plains. The subject of this sketch received his early education at the Roman Catholic School at Virginia, and subsequently at the Sevenhills College, and was afterwards brought up to farming pursuits on his father's property. He then struck out for himself as a farmer in the Frome district, and later extending his operations to grazing in the northern part of South Australia. He first entered political life as a representative of Frome in the House of Assembly in 1890, and has been re-elected for that district (now re-formed District of Burra Burra) ever since. He has always been on the Liberal side in politics, and has worked energetically for the opening up of lands for the settlement of the people, and is a supporter of a progressive land tax. Mr. O'Loughlin, in 1894, joined the Kingston Govern-

ment as Whip, and in 1896 was appointed Minister of Lands in that Administration. He was afterwards a Minister in Mr. Holder's Government, and when Mr. Jenkins took up the reins, he held a portfolio in that Ministry. When the number of Ministers was reduced from six to four he resigned, and took up the position of Whip, but in consequence of a disagreement he retired from this post in 1904, and when the Butler Government was defeated in 1905 he accepted the present position in the Price Administration. Mr.



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HON. L. O'LOUGHLIN.

O'Loughlin was married in 1885 to Miss Francis Morris, and has a family of seven sons and four daughters.

Legislative Council.

The Honourable SIR JOHN LANCELOT STIRLING, K.B., B.A., LL.B., P.L.C. The first South Australian Parliament was elected on March 9, 1857. It consisted of eighteen members of the Legislative Council, who represented the province as a whole, and thirty-six members of the House of Assembly, chosen by seventeen Districts of very irregular proportions. For the seats in the Council there were twenty-seven candidates, and one of the successful eighteen was the Honourable Edward Stirling, of Strathal-

byn, who had arrived in the colony in 1838. Sir John Lancelot Stirling is the second son of this gentleman, and was at the time about five and a half years old, having been born on November 5, 1849. He received his preliminary education at St. Peter's College, Adelaide, where he distinguished himself both in the classes and the playing-fields, and after two years on the Continent he entered at Trinity College, Cambridge, England. The same good fortune followed him in the ancient seat of learning, for he

won the Oxford and Cambridge Hurdle Race in record time, and held the amateur championship of England for hurdle-racing in 1870 and 1871. His prowess as an athlete, however, did not interfere with the more serious business of his study, or prevent his academic success, for in 1871 he took the degrees of Bachelor of Arts and Bachelor of Laws. He pursued his legal study for a while after leaving the University, and was called to the Bar at the Inner Temple in 1871, but, like many another Australian,

he heard another calling—that of the voices of the bush—and it proved the more potent. The mere sight of his stalwart frame and vigorous personality suggests why the freer and open life of the Southern world was more attractive than the Temple precincts, with all their hoary associations. Returning to South Australia in 1876, Sir Lancelot entered into pastoral pursuits, in connection with which he acquired large interests, both in South Australia and in New South Wales. Besides his Strathalbyn and Woodchester estates in the South, he is a Director of the Beltana and Mutooroo Pastoral Companies, which have extensive holdings in the Far North. His prominence as a pastoralist has been recognized by his having held the position of President of the Pastoralists' Association of South Australia, and of the Royal Agricultural Society, and his having been chosen to represent the interests with which he is most closely allied at Federal Conferences on several occasions. Besides these, Sir Lancelot is connected with several financial institutions. He is a Director of the Australian Mutual Provident Society, of the Wallaroo and Moonta Mining Co., the South Australian Company, Alliance Insurance Co., and John Hill & Co., Limited. He was a member of the University Council. He has taken



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HON. SIR LANCELOT STIRLING.

great interest in the laws relating to local government, and has been Chairman of the Local Government Association, having been thirteen

years Chairman of the Strathalbyn District Council. He has also been Master of the Adelaide Hounds for five years, Captain of the Adelaide Polo Team, and Steward of the South Australian Jockey Club. This combination shows that he still finds intellectual pursuits and athletic sports to be entirely compatible. Sir Lancelot represented Mount Barker in the House of Assembly for several years, and afterwards sat for a short time for the District of Gumeracha. In 1880 he was elected as a representative of the Southern District in the Legislative Council, and has retained that position ever since. He was elected President of the Council in 1901, and in the following year received the honour of Knighthood. In 1881 he married Florence Marian, daughter of the late Sir William Milne, and has a family of three sons and two daughters.

The Honourable HUGO CARL EMIL MUECKE, M.L.C., of South Australia, representing the Central District since 1903, is the head of the firm of H. Muecke & Co., merchants and shipping agents, Adelaide and Port Adelaide. Born at Rathenow, near Berlin, July 8, 1842, Mr. Muecke is the eldest son of the late Dr. Carl Muecke, who arrived in South Australia in 1849. The doctor occupied the position of Lutheran minister at Tanunda for many years, and then became chief editor of the principal German newspaper in Adelaide. He died in 1888 at the ripe age of 83. The subject of this notice was educated at the High School, Tanunda, afterwards entering into mercantile pursuits. The present business of which he is the head has been in existence since 1863. Three of his sons are engaged in similar mercantile business; and the fourth, who took his Bachelor of Medicine degree at the Adelaide University, while studying at various hospitals in London married in 1905 the celebrated singer, Ada Crossley. Mr. Muecke is the Imperial German Consul for South Australia, having held that position since April, 1877. He is largely identified with the progress of his adopted land, being a Director of the Bank of Adelaide, Broken Hill Proprietary Co., Adelaide Steamship Co., and Executor, Trustee & Agency Co. He is a member of the Masonic fraternity, his mother Lodge being

the "Adelaide," and is a Past Grand Master of the Grand Lodge of Freemasons of South Australia. In 1903 Mr. Muecke was asked to contest the seat for the Central District in the Legislative Council, and, on consenting, was duly elect-



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HON. H. C. E. MUECKE.

ed. He was married in 1863 to Margaret, daughter of Peter le Page, formerly of Guernsey, Channel Islands, and has a family of four sons and four daughters. Mr. Muecke resides at "The Myrtles," Medindie, Adelaide, and is a member of the following Clubs—Adelaide and German.

The Honourable BEAUMONT ARNOLD MOULDEN, M.L.C., one of the representatives of the Central District in the Legislative Council of South Australia, was born at No. 3, St. Thomas Street, Southwark, London, on October 19, 1849. He arrived in South Australia with his father (the late Mr. Joseph Eldin Moulden) in 1850, and was educated at Mr. J. L. Young's school. Subsequently, Mr. Moulden was articled to the late Honourable J. Tuthill Bagot, M.L.C., and admitted to the Bar in November, 1870. At the general elections in 1887 he was returned at the head of the poll for the Assembly District of Albert, and held the portfolio of Attorney-General in the Cockburn Government, 1889-90, but, being unable to agree with his colleagues on the progressive land tax, Mr. Moulden voluntarily resigned his office. In December, 1903, he was returned at

a by-election as a member of the Legislative Council for the Central District, and re-elected for that District at the general elections in 1905. Mr. Moulden was for seven years President of the Australasian National League. He is a Livery-



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HON. B. A. MOULDEN.

man of the Worshipful Company of Furriers, London, and a Freeman of the City of London. In 1900, in recognition of his political services, he received at the hands of Lady Cecil the Grand Star of the Primrose League of England.

The Honourable GEORGE BROOKMAN, M.L.C., representing the Central District of the South Australian Legislative Council, was born in Glasgow, Scotland, in 1857, his father being Benjamin Brookman, who came with his family to South Australia in 1853. Educated at the school of Mr. James Bath, late Secretary to the Minister of Education, young Brookman entered on a commercial career in the well-known establishment of Messrs. D. & J. Fowler, merchants, of Adelaide. Some years later he established himself in business in Adelaide as a stock and share broker and financial agent, becoming a member of the Stock Exchange of Adelaide, in 1890, and largely interested himself in the development of the Western Australian goldfields. He organized the original syndicate, consisting of fifteen members, which in 1893 discovered the famous Kalgoorlie group of

mines, known throughout the world as the Golden Mile. Mr. Brookman, though having retired from active business life, takes an ardent interest in everything pertaining to the progress of the mining industry, and is identified with most public institutions in Adelaide. In 1896 he had erected a pile of buildings in Grenfell Street, Adelaide. He gave £15,000 to found the School of Mines Building in Adelaide, and donations to the National Art Gallery and other institutions. He has been Chairman of the Adelaide Hospital Board since 1902, is a member of the Council of the University, a Governor of the Public Library, Art Gallery, and Museum, a Life Governor of the Children's Hospital, and member of the Board



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HON. GEORGE BROOKMAN.

of Management. He is Chairman of Directors of the Adelaide Electric Lighting Co., and a director of numerous other companies. In 1901 Mr. Brookman was elected to a seat in the Legislative Council, and re-elected at the head of the poll in 1902. He married in 1878 a daughter of the late Alfred Marshall, of Collins Street, Melbourne, their family consisting of one daughter (Mrs. T. G. Wilson) and two sons. Mr. Brookman is a member of the National Liberal Club, London.

The Hon. F. S. WALLIS, member of the Legislative Council for the Central District, is a native of this State, having been born at Mac-

clesfield, South Australia, on November 22, 1857, and is the eldest surviving son of the late Mr. Richard Wallis, who will be remembered as manager of the South Australian Jam Company in the seventies. He finished his education at the Norwood Grammar School under Mr. Thomas Caterer, and in 1872 was apprenticed to the printing trade with Mr. J. H. Lewis, of Hindley Street. Upon completing his term in 1877 he obtained employment as a compositor at *The Register* Office, at the same time becoming a member of the Typographical Society of South Australia. His desire was at this period to qualify for the ministry in the Congregational denomination, an intention he afterwards relinquished. In 1880-81 he was Secretary, and subsequently for several years Assistant-Secretary, of the Unitarian Christian Church Mutual Improvement Association. In 1883 he was elected father of *The Register* chapel, and shortly afterwards left the compositor's frame to take a position as reader in that office. A year later he became President of the Typographical Society, and was one of its representatives at the Fourth Intercolonial Trades Union Congress held at Adelaide in 1886, and a delegate to the second triennial meeting of the Australasian Typographical Union held in Melbourne. In 1887, having served three years as Presi-



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HON. F. S. WALLIS.

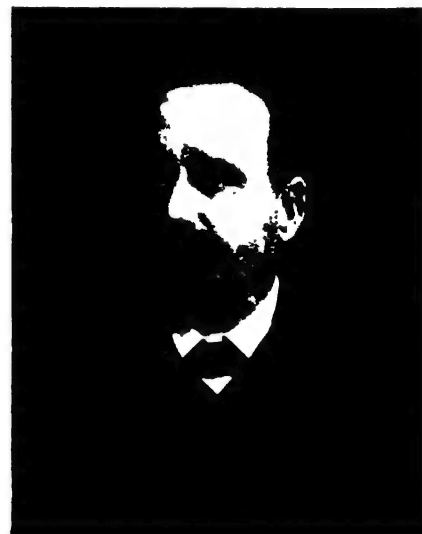
dent—during which time the working conditions of the trade were made the subject of an agreement between the Society and the Master

Printers' Association—he was elected to the Secretaryship of his Society. In order to the more efficient discharge of his duties he resigned his position as reader and went back to the composing-room, but in the following year his connection with *The Register* Office terminated on account of the strike which took place there in November. In 1889 he became a delegate to the United Trades and Labour Council, and in 1891, as an executive officer of his Society, took part in the formation of the United Labour Party. In 1892 he represented the employés of the printing trade as a witness before the Shops and Factories Commission, and was one of the Society's delegates to the Fourth Triennial Meeting of the Australasian Typographical Union held in Adelaide. In 1885 he was elected President of the Trades and Labour Council, and in the same year was appointed a trustee of the Trades Hall. In July, 1896, he was appointed Chairman of the Managing Committee, which position he occupied for two years. He was also the compiler of the *Trades Hall Review*, a paper issued in connection with the celebration of the first anniversary of the opening of the Trades Hall. In November, 1897, he succeeded the late Mr. J. A. McPherson, M.P., as Secretary of the Trades and Labour Council, and in 1898 was appointed a trustee of the McPherson Fund and one of the Council's representatives on the Intercolonial Labour Conference held in Adelaide, of which he was chosen Secretary. On the retirement of Mr. J. A. Cook from the Hon. Secretaryship of the Trades Hall Managing Committee, he was appointed his successor, resigning the trusteeship. In 1900-1 the *Queensland Worker* published a series of articles on the political Labour movement in the various States of the Commonwealth, among the writers of which Mr. Wallis represented South Australia. He is a delegate to the United Labour Party, as also to all the annual Conferences. In 1901 he was elected a Vice-President of the United Labour Party, serving for three years; and in the same year stood for the Central District of the Legislative Council, having received the highest number of votes in the Labour Party plebiscite, his opponent being the Hon. George Brookman. He was not successful on this occasion, and in the following year was a candidate for Port Adelaide in the House of Assembly,

but again without success. He stood again for the Council in 1905, on which occasion three members were wanted, and out of the seven candidates Mr. Wallis came fourth on the list. In 1907, when the great franchise question had made a stir in South Australian politics, he stood once more for the Council, and was returned. He then held the positions of Secretary of the Typographical Society (twentieth year), of the Trades and Labour Council (tenth year), and of the Trades Hall Managing Committee (eighth year), and had been Hon. Secretary of the Women Employées' Mutual Association since its formation about sixteen months previously. Mr. Wallis is a member of the Hospital Board and a Justice of the Peace, which appointments he received in 1905; a foundation member of the South Australian Branch of the Royal Geographical Society; a member of the Hope Lodge, I.O.O.F., M.U., and a life-long total abstainer. For a short time he was a member of the Council of the South Australian Temperance Alliance.

The Honourable JAMES PHILLIPS WILSON, member of the Legislative Council, representing the Central District, was born at Llandshipping, Wales, on October 5, 1853. At an early age he was brought to Australia, and received his education at the Fort Street Model School, Sydney, New South Wales. At the close of his schooldays, Mr. Wilson served his apprenticeship to the bootmaking trade in Sydney, and followed this calling for several years. He then joined his father in prospecting for gold at Gympie, Queensland, and in the Solferino district, Bathurst, Mudgee, and Parkes Diggings in New South Wales. He continued for a lengthy period his pursuit of the precious metal, subsequently visiting California and several of the American States, Canada, and South Africa. After twenty-five years he returned, and settled in South Australia in 1892, having previously visited this State in earlier days, and was engaged in his calling as a bootmaker for four years until his election to the Legislative Council on November 3, 1906. When Mr. Wilson first arrived in the State he cultivated platform speaking, and arrested considerable attention by his knowledge of the land laws and social conditions of other countries, particularly America.

This led to his associating himself with the Labour Party, and when, through the resignation of the Hon. J. Vardon, a vacancy occurred in the Legislative Council in November, 1906, he was selected by the plebiscite of the Labour Party for the prominent position he now occupies, his opponent being Mr. W. Gilbert, whom he defeated by 92 votes. Mr. Wilson has been four times in succession President of the Australian Boot Employées' Federation, S.A. branch. He was appointed President of the first Federal Conference of the Australian Boot Employées' Federation, held in Adelaide, in January, 1906; and occupies at present (1907) the following positions: President of the United Labour Party, President of the Labour Regulation League, President of the Warehouses and Shop Assistants' Union, member of



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HON. J. P. WILSON.

the Trades and Labour Council, and member of the Managing Committee of the Trades Hall, Adelaide.

The Honourable SIR JOHN WILLIAM DOWNER, K.C.M.G., K.C., M.L.C., of South Australia, Senator for South Australia in the first Commonwealth Parliament in 1901-3, and formerly twice Premier of this province, was born in Adelaide on July 5, 1844, and is a son of Henry Downer, who came to South Australia in 1838. He received his education at St. Peter's College, and was called to the Bar in 1867. Sir John, who is a partner in the widely-known legal firm of Messrs. G. & J. Downer, was ap-

pointed Q.C. in 1878. He was a representative for Barossa in the House of Assembly from 1878-1901, Attorney-General in the Bray Ministry, 1881-4, and introduced and piloted through the Assembly the Criminal Offenders' Oaths Act and Married Woman's Property Act; Premier and Attorney-General, 1885-7; Premier and Chief Secretary, 1892-3; and Treasurer in 1893. He attended, on behalf of South Australia, the Sydney Convention of 1883; the Colonial Conference in London in 1887, on which occasion he was created K.C.M.G.; and the Federal Convention in Sydney in 1891. Sir John Downer took a prominent part in the movement for an Australian Federal Union, and was a member of the Convention which framed the Commonwealth Constitution. He was also one of the Committee of Three appointed by the Convention to draft the Constitution, and sat in the Senate of the first Commonwealth Parliament in 1901-3, but did not seek re-election, owing to the call on his time in connection with the practice of his profession. In May, 1905, he was returned as a member of the Legislative Council for the Southern District. Gazetted Honourable in 1886. Sir John has been twice married. His first wife, Elizabeth, a daughter of the late Rev. J. Henderson, died in 1896; and in 1899 he married Una Stella



Swiss Studios.

Melbourne.

HON. SIR JOHN DOWNER.

Haslingden, daughter of Mr. H. E. Russell, Sydney. Private addresses - Pennington Terrace, North Adelaide; and "Glenalta," Aldgate. His

nephew, Frank Downer, and his son, Fred Downer, are associated with Sir John in the business of G. & J. Downer, solicitors, King William-street, Adelaide.

The Honourable GEORGE RIDDOCH, member of the Legislative Council, representing the Southern District of South Australia, was born at Turriff, Aberdeenshire, Scotland, in 1842. He arrived in Victoria with his parents in 1851, and was educated at the Geelong Seminary conducted by Mr. Ross. Mr. Riddoch came to South Australia at the age of nineteen, and forthwith became connected with the pastoral industry, in connection with which he has taken a prominent and influential position. He established himself in the South-east, the capabilities of which at that time were only beginning to attract attention. Mount Gambier, in the year of his arrival, was a straggling village, its main street in winter being an almost impassable swamp, and until then the nearest available port for the shipment of produce was at Guichen Bay. Not only were there no railways, there was not a mile of made road in the district, and the difficulties of communication and transit were very great. The contrast between the conditions which prevailed then, and the aspect presented now is most striking, and Mr. Riddoch has done his full share in bringing about the change. He was one of those who saw the possibilities of the fertile district which has Mount Gambier for its commercial centre, has profited by his foresight, and by his public services has benefited the community. At his station, "Koorine," near Kalangadoo, twenty miles north of Mount Gambier, he has been a successful breeder of stud stock, his Merino sheep and Hereford cattle having won for him a high reputation throughout Australia. He has also largely interested himself in dairy-farming and agriculture, so much so that at one time he had eight thousand acres under cultivation on the share system. Closer settlement in that part of the State received an impetus by his sub-dividing a part of his Glencoe Estate for that purpose. Mr. Riddoch has taken an active interest in political affairs. He first entered Parliament in 1893, being elected to the House of Assembly as member for the District of Victoria. In 1901 he was returned

to the Legislative Council as representative for the Southern District, and in both Chambers has been recognized as an able advocate and defender of the producing industries. In all local movements in aid of these industries, such as agricultu-



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HON. GEORGE RIDDOCH.

ral and pastoral societies, Mr. Riddoch has taken a prominent part, having been chosen as President on several occasions, and he is also an Ex-Chief of the Caledonian Society. He was married, in 1873, to a daughter of the Rev. James Yelverton Wilson, a well-known and highly esteemed Church of England clergyman, of Portland, Victoria.

The Honourable ALFRED VON DOUSSA, representing the Southern District in the Legislative Council of South Australia, was born in Adelaide on April 27, 1848, and is a son of the late Alfred von Doussa, an officer in the Prussian army, who came to South Australia in 1846. The subject of this notice was educated at St. Peter's College, Adelaide, and when a youth went to New Zealand with his father, who joined in the gold rushes in Otago. Returning to South Australia, he followed up chemistry in Adelaide, and became a partner in the firm of Gunther and von Doussa. His father had established himself in business at Hahndorf, and when he retired and went to Germany, Mr. von Doussa took over the concern, which he carried on for some years with considerable success. He has always

taken a great interest in affairs relative to the advancement of his district, and has occupied the position of Clerk of the Echunga District Council for over thirty years, and Secretary of the Mount Barker Agricultural Society for over twenty-three years. Mr. von



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HON. ALFRED VON DOUSSA.

Doussa is one of the founders and has been Secretary of the famous Onkaparinga Racing Club, renowned throughout Australasia (and which is referred to fully in these pages) for upwards of thirty years. He is a member of the Masonic fraternity, being identified with the Prince of Wales Lodge at Mount Barker. He was asked to contest a seat in the Legislative Council for the Southern District in 1901, and, consenting, was returned, and has been re-elected at the various elections held since that time, and at the last election received the honour of being placed at the top of the poll. He was married in 1885 to Helena, a daughter of the late William Doudy, a well-known farmer of Lower Light, adjoining Buckland Park, and has a family of one son and two daughters.

The Honourable JOHN JAMES DUNCAN, a member of the Legislative Council of South Australia, representing the North-Eastern District, was born at Anstruther, Fifeshire, Scotland, in 1845, and is the eldest son of the late Captain Duncan, who, with his family, came to South Australia in 1854. Cap-

tain Duncan, soon after arrival, became engaged in pastoral pursuits, having for a partner his brother-in-law, Mr. (afterwards Sir) Walter Watson Hughes, and together these gentlemen acquired, amongst other properties, a sheep-station which embraced what is now the Wallaroo and Moonta copper-mining districts. Mr. J. J. Duncan was educated under private tuition, subsequently at St. Peter's College, Adelaide, and at Bentley, near Gawler, and at the Watervale Grammar School. When the copper discoveries were made in the Wallaroo district, he was the bearer of the news of its discovery to his uncle, Sir W. W. Hughes, who resided at "The Peak," near Watervale. He also drove the first four miners, who had been engaged at the Burra, to the site of the Wallaroo mines. When Moonta was discovered, he also drove the first workman to that mine. On leaving school, he entered the counting-house of Messrs. Elder, Smith, & Co., and from there he became attached to the Smelting Works, and then to the mines at Wallaroo, in charge of the financial department. From there he took charge of several of the station properties of his uncle, and on the death of the latter became the owner of the Gum Creek and Hughes Park Estates. Mr. Duncan resides in the summer on the latter property, where he has an ideal country house, situate among the hills to the west of Watervale, where he interests himself in sheep-breeding, the wool from his flocks being considered equal to any produced in the States. He has from an early age taken a keen interest in the public affairs of South Australia. In 1871, when 26 years of age, he was returned as a representative in the House of Assembly for Port Adelaide. In 1875, at the general election, he was elected as a member for Wallaroo, the Yorke's Peninsula portion of the old electoral District of Port Adelaide. He resigned from the House in 1877 in order to pay a visit to Europe, and while there acted as a Commissioner for South Australia at the Paris Exhibition in 1878. On his return to the colony he was elected to the Assembly in 1884 for Wooroora, his home constituency, which he represented till 1890. In the following year he was elected to the Legislative Council as a representative of

the North-Eastern District. In 1896 he retired to re-visit the old country. In 1900 he was again returned without opposition, and has represented that District ever since. Mr. Duncan has served his adopted country in both Houses for a quarter of a century, and has been for some years Leader of the Majority Party in the Legislative Council. On pastoral and agricultural subjects he is an authority. He was a trustee of the Savings Bank for several years, and is a Director of the Wallaroo and Moonta Mining and Smelting Company, Ltd., and President of the Pastoral Association of South Australia and West Darling. Mr. Duncan took a great interest in the Watervale Rifle Company of Volunteers, holding the rank of Captain, and was for years a member of the Upper Wakefield District Council, and Chairman for some time. He was one of the founders of the National Defence League, now incorporated with the Australasian



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HON. J. J. DUNCAN.

National League, and is a Past President of the latter body. Address—"Strathspey," Mitcham.

The Honourable JOHN WARREN, representing the North-Eastern District in the Legislative Council of South Australia, was born on his father's farm at Coxton, near Elgin, Scotland, in 1830, receiving his early education there. His father came out to South Australia in 1838, thus being one of

the earliest pioneers to open up the land. In 1842 the subject of this notice came to the State in the "Iona," and joined his father, who was engaged in farming and grazing on the Barossa Ranges, where he was brought up to farming, pastoral, and gardening pursuits. Attracted by the gold rushes in Victoria, he crossed over to the sister colony, and joined in the search for the precious metal; but, owing to his father's health failing, he was obliged to return and take over the management of the estate at Springfield, Mount Crawford, where he has resided ever since. Mr. Warren is also engaged in pastoral pursuits in the far North-West from Lake Eyre. He has always taken a keen interest in all matters pertaining to the advancement of the district, and for many years was Chairman of the Mount Crawford District Council. He was for several years Captain of the Williamstown Company of Volunteers, and was one of the first three officers



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HON. JOHN WARREN.

who received the long-service medal, and holds the rank of Honorary Captain in the South Australian Mounted Infantry. In 1888 Mr. Warren was elected to a seat in the Legislative Council, representing the North-Eastern District, and has been re-elected ever since. He is a member of the Masonic fraternity, a Forester, and a member of the Anglican Church. Mr. Warren was married in 1863 to Margaret, daughter of the late Thomas Hogarth, a former member of the

Legislative Council, and has a family of eight sons and four daughters.

The Honourable EDWARD LUCAS, M.L.C., representing the North-Eastern District in the Legislative Council of South Australia, is the fifth son of Mr. Adams Lucas, County of Cavan, Ireland. He was born on February 14, 1857, and came to the colony in 1878. In 1882 he established himself in business in Adelaide in conjunction with Mr. F. M. Edwards, and carried on business as drapers in Rundle and Hindley Streets, under the style of Lucas & Edwards. The partnership was dissolved in 1886, when Mr. Lucas purchased the business of Messrs. J. & J. Wilcox, importers and general merchants at Gawler, where he resided for fifteen years. He has also been engaged in business at Hamley Bridge for the past fifteen years, and owns one of the largest business concerns at Balaklava. During his stay at Gawler he took an active interest in public, educational, and philanthropic matters, and in addition to numerous other offices was for two years Mayor of the town. On leaving Gawler for Adelaide he was tendered a public banquet and presented by the citizens with an illuminated address in recognition of his many valuable services to the town and district. He was appointed a Justice of the Peace in 1894. He visited Europe and the Paris Exhibition in 1889, and made a second trip to Europe in 1898. He has also visited New Zealand and Tasmania, and all the Australian States, Queensland excepted. At the general elections in May, 1900, Mr. Lucas contested the North-Eastern District for the Legislative Council, and was returned at the head of the poll. Owing to a dissolution of both Houses in 1902, consequent upon a new Constitution being enacted, Mr. Lucas (although only a small portion of his term having expired) had again to face the electors, and was again returned, and at the general election in 1905 he not only headed the poll in his District but secured the highest percentage of votes cast for any candidate at the election. During his Parliamentary career he has devoted considerable attention to measures of a humanitarian character. He was

Chairman of a Select Committee on the "Sweating Evil," which resulted in the introduction of Wages Boards in the clothing and allied trades. He was also instrumental in securing the classification of prisoners in the gaols of South Australia. Mr. Lucas takes a keen in-



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HON. EDWARD LUCAS.

terest in philanthropic and religious institutions, is a fluent, clear, incisive speaker, and is regarded as a strong fighter for the principles of the party to which he belongs. In 1886 he married a daughter of the late Mr. Thomas Johnson, of North Adelaide, and had the misfortune to lose her by death in 1888. He subsequently married a daughter of the late Mr. John Brock, of Tanunda, by whom he has a family of two sons and three daughters. He now resides at "Innisfail," Robe Terrace, Medindie.

The Honourable THOMAS PASCOE, jun., member of the Legislative Council, representing the North-Eastern District, was born at Clare, South Australia, in 1859, and is the second son of Thomas Pascoe, one of South Australia's early pioneers, and who has been engaged in farming pursuits in the Clare district since his arrival. The subject of this notice was educated at Clare, and brought up to farming on his father's property. From there he launched out in farming and grazing at Terowie, with which district he has been identified for the past thirty years. He was a member for some years of

the Terowie District Council, of which he is a Past Chairman, and for many years occupied a seat on the Board of the Terowie Institute, of which he was for some time President, and is a member of the



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HON. THOMAS PASCOE.

Agricultural Bureau. He was elected to a seat in the Legislative Council in 1900, and selected in 1902 for a term of six years. Mr. Pascoe was married in 1886 to Florence Eliza, daughter of the late W. J. Rayner, of "The Bluff," Hallett (one of the early and most prominent of the settlers there), and has a family of three sons and two daughters.

The Honourable JOHN LEWIS, representing the Northern District in the South Australian Legislative Council, is a pastoralist and Managing Director of the well-known firm of Bagot, Shakes, & Lewis, Limited, stock and station agents, auctioneers, and wool brokers. He was born at Brighton, South Australia, in 1842, being the eldest son of the late James Lewis, a pioneer of the colony, who came to South Australia in the brig "Rapid," and who was a member of the party which surveyed the City of Adelaide, and accompanied Captain Sturt on his expedition in 1844. After leaving school, Mr Lewis went on to his father's property at Richmond Farm, near Adelaide, for some years, when he proceeded into the back blocks of the State, where he had some nineteen years of bush life and the vari-

ous pursuits connected with the opening-up of the land. In 1870 he went overland with a small party to the Northern Territory, where he remained for some five years, engaged in mining, exploring, and various other businesses. In 1873 he was sent as leader of a relief party to search for the African explorers, Borrowdale and Perman, who were lost between Port Darwin and Essington. Mr. Lewis claims to be the only man who has travelled overland from Melbourne to Vashon Head, Coburg Peninsula, going from extreme south to extreme north of the Australian continent. After many interesting and exciting experiences, he returned to Adelaide in 1876, where he devoted himself to commercial pursuits. He joined Mr. W. Liston and Mr. J. Shakes, in the stock and station business, under the style of Liston, Shakes, & Lewis. In the nineties the firm was amalgamated with G. W. Bagot, and incorporated under the name of Bagot, Shakes, & Lewis, Limited, and in 1906 absorbed the business of Luxmoore, Dowling, and Jeffries, wool brokers. Mr. Lewis has always taken a keen interest in the advancement of his native land. He has held various public positions, being Chairman of the Burra Branch of the Agricultural Bureau for many years. Mr. Lewis is a devoted florist and noted for his encouragement of the growth of chrysanthemums. He was President of the South Australian Horticultural and Floricultural Society for 1899. Being fond of outdoor sports, Mr. Lewis in his younger days rode in steeplechases, followed the hounds, and was a polo-player, having been for twelve years President of the Burra Burra Polo Club. He is also a member and on the Council of the Pastoralists' Association. In June, 1897, he was returned as a member for the Legislative Council, representing the North-Eastern District, and in 1901 for the Northern District, under the reformed Constitution. He was made a Justice of the Peace in 1873, and is a member of the Midland Licensing Bench. Mr. Lewis owns Dalhousie Springs Station, is managing partner of Newcastle Waters and Lake Woods Stations, Northern Territory, and owner of Richmond Park Estate, Wakefield. He is a good, all-round judge of stock, and has been Judge in most of the show-rings in South Australia. Mr. Lewis was married in 1876 to Martha Anne, daughter of the late Thomas

Brook, of Bristol, England, and has a family of four sons and three daughters. His eldest son, James Brook Lewis, is a medical practitioner, practising in Western Australia. Another son, Gilbert, joined the Australian Bushmen's Contingent for service in South Africa, and came favourably under the notice of Lord Roberts, who gave him a commission in the Imperial Army. On the conclusion of the war Lord Kitchener had him transferred to the Central Indian Horse (the crack cavalry regiment in India), where he became renowned as a polo-player, and in 1906 married a daughter of Sir Charles Leslie, Bart, late Commander of Cawnpore Division. The third son, Essington, was well-known in Adelaide as a leading footballer and cricketer and polo-player, and is now following his profession as a mining engineer at the Broken Hill Proprietary Company's works at Port Pirie; while the fourth son, Lancelot Ash-



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HON. JOHN LEWIS.

ley, occupies a position in the firm of Bagot, Shakes, & Lewis, Limited.

The Honourable ARTHUR RICHMAN ADDISON, representing the Northern District in the Legislative Council of South Australia, was born at Adelaide in 1840, and is a son of the late Thomas Plummer Addison, who came to South Australia in 1838, and was for many years Deputy Collector of Customs of South Australia. Mr. Addison received his education at St. Peter's College,

Adelaide, and on leaving school went into the well-known house of Younghusband & Co. (the River Murray Navigation Company), remaining with that firm for three years. He then entered the service of the National Bank, and subsequently the Bank of South Australia, being appointed to take the management of that Bank's branch at Port Elliot. After four years he resigned from the Bank to join Mr. W. Bowman in the milling business, which they carried on with considerable success for several years at Middleton. When the Northern areas were opened up he removed to Orroroo and entered into partnership with Mr. Edward Trussell, establishing a milling business with which he has been identified ever since. He was for some years Chairman of the District Council at Port Elliot, and has occupied the position of Chairman of the District Councils of South Australia,



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Adelaide.

HON. A. R. ADDISON.

succeeding Mr. Thomas Playford (afterwards Minister of Defence in the Deakin Administration, Commonwealth Parliament). Mr. Addison was elected to a seat in the Legislative Council of South Australia, representing the Northern District in 1889, and has been returned at the various elections held since that time. On the elevation of the Honourable J. H. Gordon to the Bench of the Supreme Court, Mr. Addison was offered the portfolio of Chief Secretary in the Kingston Government, but he declined the honour. He has always

taken an active interest in volunteer movements, and during his residence in the North became associated with the Orroroo Volunteer Force, rising to the position of Captain. He is at the present time (1906) Captain of the Orroroo Defence Rifle Club. He has been a well-known rifle shot, and won the championship of this State, and innumerable cups and trophies. Mr. Addison takes a deep interest in matters relating to the progress of the Church of England. He holds licences from three Bishops as a lay reader, and has held over 1,000 services at Orroroo. He is also a lover of the thoroughbred, and among the horses he has owned and raced may be mentioned Vistula (winner of the Grand National, Great Eastern Steeplechase, and Steeple at Morphettville), Morgan, and Swithen. Mr. Addison has been twice married, first at Port Elliot, to Elizabeth Bowman, his second wife being Adelaide Williams, of Tasmania, and his family consists of four sons and three daughters, all living.

The Honourable JOHN GEORGE BICE, M.L.C., of South Australia, representing the Northern District, was born at Callington, Cornwall, England, in 1853, and is a son of the late Samuel Sandoe Bice, who came to South Australia in 1864. Mr. S. S. Bice was engaged as an officer in the employ of the Moonta Copper Mining Company, and when Captain Hancock took charge of the Wallaroo Mines he was transferred there, and filled various positions until his retirement in 1890, after having served upwards of a quarter of a century in the Company's services. He died in 1903. Mr. John George Bice, who was educated at Moonta, learned the trade of blacksmithing at the Moonta Mines. In 1876 he left to take charge of a business in the newly-opened areas in the North, at Wellington, and from there he went to Port Augusta, where he started on his own account in 1881, carrying on a general merchant's business with considerable success till his retirement in 1894. While at Port Augusta he occupied for eight years a seat in the Municipal Council, serving one term as Mayor. He was a member of the Licensing Bench, and was for some years on the committee of the Port Augusta Institute, and took his share in working for the welfare of the town. In 1894 he was asked to

contest the periodical election for a seat in the Legislative Council, and, being duly elected, he has represented the Northern District ever since. He is one of the founders of the Masonic Lodge at Port Augusta. Mr. Bice now resides on his property



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Adelaide.

HON. J. G. BICE.

at "Norleybank," Beaumont, and was for some time on the Board of Governors of the Botanic Gardens at Adelaide. On a vacancy arising in 1897 on the Board of Examiners of the School of Mines he accepted the position, resigning from the Board of the Botanic Gardens. Mr. Bice married in 1875 Elizabeth Jane, daughter of the late John Trewenack, one of South Australia's earliest colonists, who lost his life, together with his wife, at the wreck of the steamer Gambier, at Port Phillip Heads. Mr. Bice's family consists of two sons and two daughters.

The Honourable JAMES HENDERSON HOWE, representing the Northern District in the Legislative Council of South Australia, was born at Forfar, Scotland, in 1839, and is a son of the late James Howe and Elizabeth Inverwick, of Forfar. Receiving his early education at Mr. Burns's school he was apprenticed to Mr. W. Barry, merchant, of his native town. After serving three years with that gentleman he came to the Antipodes when a lad of seventeen. Soon after arrival he joined the Mounted Police Force of South Australia, spending the greater portion of his service in

the Far North of that colony. He afterwards started in business at Gawler, where he became identified with public matters, being elected to a seat in the Council of that municipality. He subsequently en-



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HON. J. H. HOWE.

gaged in agricultural and pastoral pursuits and grazing, going in largely for the breeding of Clydesdale horses on his property at Mambray Park. In 1881 he was first elected to a seat in the House of Assembly, representing the Stanley District, and held that seat for fifteen years, the name of the electorate being altered to Gladstone in 1884. In 1897 he was elected to a seat in the Upper House for the Northern District, and has been re-elected ever since. Mr. Howe was Commissioner of Crown Lands in Sir John Downer's Administration, 1885-6, and Minister of Lands and Commissioner of Public Works in the Cockburn Ministry, 1889-90; and, again, Minister of Lands in the Downer Government, 1892-3. He was gazetted "Honourable" in 1890. He was one of the delegates for South Australia at the Federal Conventions, taking a prominent part in the discussion on the Commonwealth Bill, and his proposal to give the Federal Parliament power to legislate for old-

age pensions was carried by an overwhelming majority before the work of the Convention ended. Mr. Howe has, although having lived in retirement for the past twenty years, taken a very great interest in mining, commercial, and pastoral pursuits in South Australia, and everything relating to the advancement of his adopted country. He was married in 1864 to Harriet, daughter of the late Richard Keynes, of Tanunda, a very old pioneer of South Australia, and has a family consisting of two sons and four daughters. Mr. Howe resides at "Mambray," St. Peters.

FREDERICK HALCOMB,
M.A., Oxford University, Clerk of



Hammer & Co., Adelaide.

MR. FREDERICK HALCOMB.

Parliaments and Clerk of the Legislative Council, South Australia, was born at Marlborough, England, in 1836, and after receiving his education at Marlborough, Macclesfield, and Wadham College, Oxford, came to Adelaide, landing early in 1861. Mr. Halcomb first entered the Government service in 1870 as Parliamentary Librarian, and continued in that position for three years. In 1874 he was appointed Clerk-Assistant and Sergeant-at-Arms to the

Legislative Council, and in 1887 Clerk of the House of Assembly, occupying that office until 1901, when he was appointed to the position he now occupies. Mr. Halcomb was for several years a Governor of St. Peter's Collegiate School, and was married twice, first in 1866, and later in 1895, his first wife having died in 1882. He has two sons and one daughter by his first marriage. His eldest son, Guy, is at present practising as a solicitor at Petersburg, South Australia, and the other is following his profession as a doctor in New South Wales. Address—"The Gables," Gilberton.

JAMES PERCY MORICE,
Clerk-Assistant and Sergeant-at-Arms of the Legislative Council, South Australia, and Parliamentary Librarian, was born in London in 1858, and educated at Bedford Grammar School. Arrived in Australia in 1877, he entered the Survey Department of South Australia. In 1886 he was appointed Parliamentary Librarian, and in 1901 Clerk-Assistant and Sergeant-at-Arms of the Legislative Council. He married in 1886, Lucy, eldest daughter



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MR. J. P. MORICE.

of the late J. B. Spence, of Adelaide, and has one son.

PAST-MEMBERS.

The late Honourable Sir WILLIAM MILNE, one of the first Ministers of the Crown in South Australia, whose useful political career

earned for him an honoured place in the records of the State, was the eldest son of Mr. William Milne, of West Common, near Glasgow,

Scotland, and was born on May 17, 1822. His father was a Glasgow merchant, in whose office the subject of this review passed some years

upon the conclusion of his education at the High School; but at the age of seventeen he left his native land for South Australia, arriving in the province on October 29, 1839, by the barque "Palmyra." The prospects of the colony were not at this time very bright, and after two or three years of useful experience on one of the lightly-stocked pastoral stations, young Milne went to Tasmania to fill an appointment in the Commissariat Department at Hobart. Here he spent three years, and then returned to South Australia, where, entering into partnership with his brother-in-law, he founded a wine and spirit business in Adelaide, and subsequently took over the business of the late Mr. Patrick Auld, meeting with such success in this line that in 1857 he sold the business and retired. When responsible Government was inaugurated he was elected one of the pioneer members of the Assembly, being chosen for Onkaparinga on March 9, 1857, which constituency he represented until 1868. A year later he received election to the Legislative Council, and retained his seat until 1881, during which period (in 1876) he had the dignity of Knight Bachelor conferred upon him in recognition of his splendid service to the province. Sir William Milne entered upon Ministerial office first on August 21, 1857, when he held the Crown Lands portfolio for a short period. He was again Minister of Crown Lands in the Hanson Ministry, from July 5, 1859, to May 9, 1860; in the Ayers Ministry from July 22 to August 4, 1864; and in the Boucaut Ministry from March 28, 1866, to May 3, 1867. He was Commissioner of Public Works in the reconstructed Cabinet of the Hon. G. M. Waterhouse, from February 19, 1862, to July 4, 1863, and in the Blyth Administration from August 4, 1864, to March 22, 1865; and Chief Secretary in the Hart Government from May 30, 1870, to November 10, 1871, and in the succeeding Administration of Sir Arthur Blyth from November 10, 1871, to January 22, 1872. While Commissioner of Crown Lands he initiated legislation which resulted in the transformation of many swamp and lagoon areas in the South-East into rich alluvial country, and agricultural settlement received a great impetus. He rendered valuable assistance in the passing of the Bill

providing for the construction of the Overland Telegraph Line to Port Darwin, and to connect by cable with the electric systems of the world, being Chief Secretary at the time this work was being carried out. Upon the death of Sir John Morphett he was elected President of the Legislative Council on June 25, 1873, which post he filled for several years. Sir William was a speaker of considerable force, and his departmental work was characterized by industry and thoroughness. He was a trustee of the Savings Bank, and in the commercial world he represented several wealthy absentees. For a long period he held the position of Chairman of Directors of the Wallaroo and Moonta Mines Company, and of other mining compan-



Solomon,

Adelaide.

HON. SIR WILLIAM MILNE.

ies. Sir William Milne spent his last years in retirement, and died at Mount Lofty on April 23, 1895.

JOSEPH FISHER, of Woodfield, Fullarton, near Adelaide, was born at Brighouse, Yorkshire, England, on September 14, 1834. He arrived in South Australia with his parents in the ship "Pestonjee Bomanjee" before he was four years of age. The passengers landed at Adelaide on October 12, 1838, and his father, the late Mr. Joshua Fisher, subsequently established at the corner of Hindley and Morphett

Streets a large grocery business, which he carried on with success until he died in 1841. Mr. Joseph Fisher's earliest recollection of Adelaide dates back to the time when the site on which the city now stands was covered with trees and dense scrub, and when the position of the future streets was marked by surveyors' pegs. He was educated mainly at the Oddfellows' School, over which the late Mr. J. W. Disher presided in the early days; and in October, 1846, he obtained a situation in the late Mr. Anthony Forster's mercantile office in Tavistock Street. About two years after he entered the employ of Mr. Forster that gentleman received an offer of a partnership from Mr. John Stephens, who was at that time the sole proprietor of *The Register* and *Observer*. Mr. Forster suggested that he should be allowed to take the position for three months, with the right to purchase a share in the business at the end of that period, if he found the work congenial. At the end of the three months he determined not to enter into partnership with Mr. Stephens, and severed his connection with *The Register*. Mr. Fisher remained in the commercial department, however, for several years. Mr. Fisher's duties were somewhat diversified. He had to assist the book-keeper, deliver papers, take a turn at the old hand press occasionally, read proofs, and do numerous other odd jobs about the office. The eight-hours system was not then in vogue: he frequently remained on duty for twelve or fourteen hours per day, and soon gained a practical knowledge of the work in almost every department of a newspaper office. *The Register* was published as a daily for the first time on January 1, 1850; and in May, 1853, it was published as a proprietary, of which Mr. Fisher was an official member. He remained at the head of the commercial department until September 30, 1865, when he sold his interest to Mr. John Howard Clark, who subsequently became editor of *The Register*. Since then he has not been actively engaged in any business; but, in addition to managing his own affairs and attending to several agencies—the most notable being that of Mr. John Ridley, the inventor of the reaping machine—he has been deeply interested in the welfare of the country in which, practically, all his life has been spent, and he has assisted in many ways to promote the inter-

ests of his fellow-citizens. In 1868 he successfully contested the seat for the district of Sturt in the House of Assembly, and represented the constituency until the Governor (Sir James Fergusson) dissolved Parliament in 1870. Mr. Fisher did not seek re-election on that occasion. Two years later, however, he secured a seat in the Legislative Council, and remained a member of that Chamber until 1881. When his term of service expired he expressed a desire to retire from public life; but in response to a large and influential deputation of prominent citizens who waited upon him and urged him to reconsider his decision he agreed to seek re-election. He was defeated, and since that time he has not made any attempt to re-enter public life. He refused to make compromises in connection with matters of principle, merely for the purpose of gaining a seat in Parliament. He was then, and still is, opposed to many political ideals which found favour with multitudes in Australia in recent years; and he would not consent to shirk his duties and responsibilities as a representative of the people in order to retain a seat in Parliament. Mr. Fisher has been connected with a number of public companies and financial institutions, and has rendered good service to the community in that way. He was a director of the Bank of Adelaide for about twenty years, and during part of that time he was Chairman of the institution. He occupied the latter position during the trying period which preceded and followed the banking crisis in 1893, but resigned in the following year, prior to taking a trip to the mother country. He was also Chairman of the Port Adelaide Dock Company, and of the Adelaide Marine Insurance Company. He is now a Director of the South Australian Gas Company, and has a seat on the directorate of the South Australian Company. In April, 1903, Mr. Fisher donated £3,315 for public and charitable purposes. In a letter dated April 14, 1903, addressed to the editor of *The Register*, he wrote: "In explanation, I may say that for many years past I have made provision in my will for charitable and other public purposes; but I am now led by several considerations to anticipate the date on which effect can be given to that document. The only one of those which I need mention here is the law now in force that all

moneys given in his will by a testator for charitable purposes are subject to a deduction of 10 per cent. payable to the Government. I regard this exaction as equally unjust and unwise, and as one tending to check the flow of public-spirited benevolence. In these circumstances I have resolved to make during my lifetime the distribution which I had intended to reserve until after my decease." By Mr. Fisher's special desire *The Register* was the medium of distribution of the presentations, which compassed a fairly extensive range of æstheticism and philanthropic sentiment. In 1857 Mr. Fisher married Miss Farrar, a daughter of a highly respected Melbourne merchant, and the home which he formed at Woodfield, Fullarton, has been his chief delight



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MR. JOSEPH FISHER.

ever since. Some important additions were made to the house in 1882, and a handsome two-storey structure now faces Fullarton Road. Mr. Fisher has refined tastes, and delights in beautifying the interior and the exterior of his home. The walls of the principal rooms and the hall are lined with works of art, many of which are greatly prized by Mr. Fisher on account of their old-time associations. He has always been a patron of local art, and several South Australian artists are represented in his collection. Many of his most valuable pictures were bequeathed to him by old colonists who have long since joined the "silent majority." Mr. Fisher's garden is a model of order and beauty; he is

never happier than when tending his roses and fruit-trees, and takes a pardonable pride in escorting visitors over his well-kept lawns, and among his beds and choice flowers. Few men are better known or more highly respected in business circles in Adelaide than Mr. Joseph Fisher, whose kindly disposition and bluff but kindly manners have won for him troops of friends. He has practically spent all his life in South Australia; but, unlike most pioneer colonists, he has never left the original settlement for more than brief intervals. Mr. Fisher has visited England five times, and he has spent holidays in New Zealand and in other States. His home has been always in Adelaide, however, and he can claim the distinction of having been engaged in business in the capital of South Australia almost continuously since he left school sixty years ago.

The late Honourable JOHN LANGDON PARSONS. Mr. Parsons was born at Botathan, near Launceston, Cornwall, England, in 1837, educated for the Baptist ministry at Regent's Park College, London, came to South Australia in 1863, and after four months' stay accepted a call to the Baptist Church, at Dunedin, New Zealand, where he remained for four years. He then returned to South Australia, and after a short term at Angaston became pastor of the Tynte Street Church, North Adelaide, where he remained until some time after the erection of the present building, and during that time he was President of the local Evangelical Alliance. It was after that, however, that the public career of Mr. Parsons may be said to have commenced. Subsequently to his retirement from the ministry he paid a visit to England and entered into business, but his inclinations and gifts marked him out for a political life, and in 1878 he became a member of the House of Assembly for the District of Encounter Bay. Having taken an active part in the movement which resulted in the adoption of a new educational system several years previously, he had special qualifications for the post of Minister of Education, by accepting which in 1881, when the representative of the North Adelaide constituency, he became a member of the Government formed by Sir J. C. Bray. The Northern Territory

being included in his department, and a cause of chronic anxiety, Mr. Parsons visited that region with a Parliamentary party to enquire into its condition, and became impressed with the value of its resources. One result of the trip was that in 1884 he severed his connection with the Ministry, and received the appointment of Government Resident at Palmerston, and the Queen's permission to retain the title of "Honourable" during his life. In that difficult but important position he remained for six years, and acquired a thorough knowledge of the locality. Not only so, but by enquiries and personal observation he ascertained the possibilities that lie open to it through its geographical situation and its relation to the countries beyond. These investigations were continued and extended in after-years, when Mr. Parsons was appointed by the South Australian Government the Commissioner to enquire into the prospects of establishing trade relations with Japan, China, and the Philippines. On this subject, and the method for utilizing the Northern Territory, Mr. Parsons gathered abundant information and formed strong convictions. His natural eloquence and descriptive and dramatic powers made his lectures highly entertaining and instructive. Mr. Parsons was appointed Consul for Japan in

lia from the Northern Territory he was elected as one of its representatives in the House of Assembly, but he did not seek re-election. He was elected to the Legislative Council as a member for the Southern District in 1901, and held the position until his death on August 21, 1903. He was one of the most finished, cultivated, eloquent, and persuasive speakers that the South Australian pulpit, platform, and Parliament have ever known. Mr. Parsons was twice married. Mr. H. A. Parsons, LL.B., of the firm of Glynn & Parsons, is his son by his marriage with Miss Rosetta Angas Johnson, granddaughter of the late George Fife Angas, one of the founders of South Australia.

HENRY SCOTT, merchant, of Eagle Chambers, Pirie Street, Adelaide, is a native of Boode, near Braunton, North Devon, England, and was born in the year 1836. When only 18 years of age he emigrated to South Australia, and in 1854 occupied a position as clerk in the mercantile office of his brother, Mr. Abraham Scott. Twelve years later he acquired his brother's business, carrying on as a wool merchant. For many years Mr. Scott was attorney for the Cornwall Fire and Marine Insurance Company, until its amalgamation with the Commercial Union Assurance Company, of which he is now a Director. He took an active part in the foundation of the National Bank of Australasia in Adelaide, and was a Director of that institution for an extended period. Mr. Scott has been a Director of the Bank of Adelaide since 1889, and was for several years a Director of the Queensland Investment and Land Mortgage Company, besides being one of the Directorate of the National Mutual Life Association. For upwards of 40 years Mr. Scott has been identified with pastoral pursuits. In 1877 he was elected Mayor of Adelaide, and was one of those who worked hard for the installation of the present efficient system of deep drainage for the city. In 1878 Mr. Scott was elected to the Legislative Council (before the subdivision of the province into electoral districts), and he sat in the Upper House continuously from that date until 1891. He is the Vice-President of the Adelaide Benevolent

and Stranger's Friend Society, Chairman of the Committee of the Home for Incurables, member of the Committee of the Blind, Deaf, and Dumb Institution at Brighton, and President of the South Australian Zoological and Acclimatization



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MR. HENRY SCOTT.

Society. Mr. Henry Scott was married on March 8, 1861, to Emily, daughter of Mr. Charles Gooch, of Adelaide.

The late Honourable J. G. RAMSAY, who represented the Southern District in the Legislative Council, was one of South Australia's most prominent public men. He was born at Edinburgh in 1829, served his apprenticeship at the St. Rollox Ironworks in Glasgow, and came to South Australia in 1852. Four years later he established at Mount Barker an agricultural implement and machinery manufactory, which afterwards developed into the largest business of its kind in the State. Prior to the launching of this enterprise he was for a time in the employ of Messrs. Horwood & Sons, engineers, of Adelaide. As the demand for colonial-made goods increased Mr. Ramsay opened branches at Adelaide, Clare, and Laura, and gave special attention to several lines that had been previously imported. He interested himself considerably in the public affairs of the Mount Barker district, and served as a District Councillor and member of the local



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HON. J. L. PARSONS.

1896 (an office which is now held by his son, Mr. H. A. Parsons, LL.B.), and revisited that country in 1898. After returning to South Australia

School Board. Entering Parliament for this district in 1870, Mr. Ramsay took a prominent part in the land legislation of the time. He represented this constituency until 1878, when he was appointed a Commissioner to the Paris Exhibition. During a tour which extended over two years he visited many of the most important railway engineering and manufacturing establishments in Europe and America, returning to Adelaide in 1880. In the same year Mr. Ramsay was re-elected to the Legislative Council as representative for the Southern District, and retained the seat up to the time of his death. He first took office as a Minister of the Crown in the Ayers-Boucaut Ministry in January, 1878, as Commissioner of Public Works, a position which he held until the reconstruction of the Government two months later. In 1881 he again resumed the portfolio of Commissioner of Public Works, and became Leader of the Legislative Council. A change was made in the personnel of the Cabinet in 1884, Mr. Ramsay being transferred to the portfolio of Chief Secretary. The Government in its reconstructed form only lived three months, giving way to the Hon. J. Colton and his colleagues. Mr. Ramsay's services were again in request, however, in 1886, when he acted as Chief Secretary in the Playford Administration.

*H. Kruschock,**Adelaide.*

HON. J. G. RAMSAY.

an office he filled until June, 1889. Altogether he served over five years as a Minister of the Crown. As Leader of the Council he exercised

considerable tact and ability, and on every occasion that he gave way to another Minister he was complimented on the admirable manner in which he had discharged the functions of his office. Mr. Ramsay was a prominent member of the Mount Barker Presbyterian Church. He met his death in an extraordinary manner through the bursting of an oil-lamp while returning by train to Adelaide from Saddleworth on January 17, 1890.

The Honourable ANDREW TENNANT, an ex-member of the Legislative Council for the Northern District of South Australia, was born in Roxboroughshire, Scotland, in 1835. His father, Mr. John Tennant, was one of the earliest pioneers of South Australia and arrived in 1838, when his son was three years old. The subject of this notice was educated at Mr. Wickes's School in North Adelaide. When eighteen years of age Mr. Tennant took cattle and sheep into the Far West, near the shores of Lake Newland, and took possession of a locality abandoned by Mr. Pinkerton, holding it for many years. After this he owned stations successfully at Mount Wedge, Coffin Bay, and Streaky Bay. In 1866 Mr. Tennant leased a large block of country known as Baroota, at Port Germein, but, owing to severe droughts, he was obliged to move, and subsequently took over the Orrama and Barratta Runs from Sir Thomas Elder. Mr. Tennant remained there for a year or two, and then sold the properties, and purchased Alice Springs Station, in Central Australia, comprising 10,000 square miles. Later he purchased Moolooloo and Willippa Stations, which he is still holding. More recently he established the Yardea Station, consisting of 450 miles, situate towards the Western Australian border, and at the present time owns Willippa and Yardea, besides a tract at Middle Back, Port Augusta West. Mr. Tennant also possesses considerable freehold property in the City and suburbs of Adelaide, and 20,000 acres on the Wakefield River, six miles from Riverton. He has been a Director of the Adelaide Steamship Company since its formation; a Director of the China Traders' Company; a Justice of the Peace, and for many years a Mason under the Grand Constitution. From 1881 to

1887 Mr. Tennant was a member of the House of Assembly for the Flinders District, and was a member of the Pastoral Commission which sat during 1897-8, and the result of his experience was of great service to the Board in their deliberations as

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HON. ANDREW TENNANT.

to the best means for furthering the pastoral industry in South Australia. He was married to Rachel Christina, daughter of the late William Ferguson, a very old colonist of South Australia, and has a family of three sons and three daughters.

The late JOHN DARLING, the founder of the widely-known firm of John Darling & Son, was in many respects a typical Scotchman. He was bold but cautious, prudent and yet enterprising. Robust in frame, kindly in disposition, of sterling integrity, and with a wide experience of business affairs, he had the necessary qualifications to ensure private success, and with it public confidence and esteem. John Darling was born in the ancient city of Edinburgh in the year 1831, and educated at the George Heriot School, the alumni of which are to be found all over Australia. For about thirteen years he was engaged in the type foundry conducted by Messrs. Marr & Company, of Edinburgh, and he emigrated to Australia in 1855. At that time the firm of Giles & Smith was among the best known in Adelaide commercial circles, and Mr. Darling ob-

tained employment in their establishment. In this connection he obtained the acquaintance with mercantile business in general, and that of the grain trade in particular, which afterwards stood him in such good stead. After some years



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MR. JOHN DARLING, SENIOR.

spent with Messrs. Giles & Smith, Mr. Darling joined Mr. R. G. Bowen in a similar line of business, which eventually gave him the opportunity he utilized so well. The connection ultimately fell into his hands, and its expansion proceeded from that time onward. Progress was necessarily slow at first, for other firms were in the field, and competition was fairly keen. The conditions were essentially different then, inasmuch as telegraphic communication with the old world had not been opened, and it was not possible to follow the fluctuations of the commercial market given day to day, as is done at the present time. Under the circumstances a corn merchant needed a large amount of sagacity in order to rightly estimate future prosperity, and extensive acquaintance with local circumstances. Mr. Darling's native shrewdness gave him a great advantage, and he made himself familiar with agricultural pursuits throughout the State. Accordingly, he was able to secure a large measure of the trade, and to make his business increasingly profitable. Its export department grew to such proportions that through its agencies the name and fame of Australian wheat and flour became known in distant lands. The

Parliamentary life of Mr. Darling existed for a period of more than a quarter of a century, with, however, several breaks in its continuity. He represented, in succession, the Districts of West Adelaide, Yatala, and Stanley, in the House of Assembly, and the Northern District in the Legislative Council. At his first election for this District in 1887 he headed the poll, though there were ten candidates in the field. In both Chambers he was recognized as a useful member, sound in judgment, not given to over-much speaking, but true to his principles, and intimately acquainted with the wants of the community. He rendered excellent service on Select Committees and Royal Commissions, but the claims of business prevented his seeking official position, though for six months he held the portfolio of Commissioner of Public Works in the Ministry of Sir John Downer. As a citizen Mr. Darling uniformly commanded much respect. His aid to many philanthropic movements was generous, though unostentatious. Such movements as that of the City Mission found in him a liberal supporter. His "brither Scots" testified their esteem by electing him "Chief" of the Caledonian Society, of which he was a supporter for many years. He was active in establishing the Adelaide Cricket Oval, on which his son, "Joe" Darling, as a brilliant left-handed batsman, won world-wide fame. After retiring from business in 1897, he removed to Melbourne, where he resided for several years. Returning to South Australia, Mr. Darling took up his residence at Kensington Road, Norwood, and died there on April 10, 1905, from heart failure. He left a widow, seven sons, and one daughter.

ALFRED MULIER SIMPSON, member of the Legislative Council of South Australia for the Central District from 1887 to 1893, was born at London on April 4, 1843, and is a son of the late Alfred Simpson, who arrived with his family in South Australia by the ship "John Woodhall" in January, 1849, and founded the firm of Alfred Simpson, hardware manufacturer, in 1855, at Gawler Place, Adelaide. This business, now trading under the style of A. Simpson & Son (of which Mr. A. M.

Simpson is the head) has been in existence ever since, and is known throughout the world as the largest concern of its kind in the Southern Hemisphere. Educated at the late Mr. Martin's Academy in Pirie Street, the subject of this notice entered his father's establishment, serving his apprenticeship to the trade, afterwards working his way through the various departments until he was admitted into partnership. In June, 1887, he contested a seat in the Legislative Council for the Central Division. There were seven candidates for the seats, Mr. Simpson being returned at the head of the poll. After serving the electors faithfully for six years, he retired from Parliamentary life, not seeking re-election. He has done much throughout his career in furthering the interests of South Australia, taking a prominent part in the Jubilee Exhibition at Adelaide in 1887. He was President of the Royal Agricultural and Horticultural Society of South Australia, and a member of the first Committee of the Australian National Union, the forerunner of the Australian Natives' Association. As a Freemason, he is a Past Master of the Mostyn Lodge, a Past Deputy Grand Master of the Grand Lodge of South Australia, and has been since 1898 President of the



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MR. A. M. SIMPSON.

Board of General Purposes. Mr. Simpson has been a trustee of the State Bank of South Australia since 1902, a member of the State

Board of Conciliation since 1895, and was Chairman of the Adelaide and Suburban Tramway Company (in liquidation), of which he was one of the promoters, and a Director since 1876, when the Company was founded. He is Chairman of Directors of the Port Adelaide Dock Company, a Director of the South Australian Gas Company, and has been a member of the Board of Governors of the Adelaide Botanic Gardens since 1899. Mr. Simpson has been treasurer of the Unitarian Christian Church since 1884, treasurer of the South Australian Institute for the Blind and Deaf and Dumb, Brighton, since 1896, and President of the Adelaide Chess Club since 1892. The Simpson Rifle Trophy, which is fired for annually, owes its existence to Mr. Simpson, he having established it in 1893 by presenting the whole of his six years' Parliamentary salary, amounting to £1,200, to the Military Defence Forces, for the above purpose.

The Honourable JAMES VINCENT O'LOGHLIN, Ex-M.L.C., formerly Chief Secretary in the Kingston Administration, Commander of the Irish Corps in the 10th Regiment, South Australia, was born at Gumeracha in 1852. He was educated first at Mr. Besley's Catholic School, Kapunda, and afterwards at the Kapunda Classical and Commercial Academy, under Mr. J. H. Potter. Mr. O'Loughlin assumed legislative responsibilities in May, 1888, when he was elected for the Northern District in the Legislative Council. Six years later he had again to seek the suffrages of his constituents. His personal popularity and the high appreciation in which his political services were held were evidenced by his return again at the head of the poll, securing a record vote, nearly double the number previously polled by any candidate for the district. In 1896, on the retirement of the Hon. J. H. (now Mr. Justice) Gordon, from the Kingston Ministry, Mr. O'Loughlin's abilities were further recognized by his being chosen to fill the post of Chief Secretary. Being the only Minister in the Upper House, he became its Leader, and had to take sole charge of all the Government measures. He was Chairman of the Civil Service Com-

mission of 1899-1901, which enquired into the organization of the whole Civil Service, and published three reports. He has also done good service on several other Royal Commissions. In 1883, Mr. O'Loughlin joined the Terowie Volunteer Corps, and served for seven years as a private and non-commissioned officer. He received his commission as Lieutenant in 1890, was promoted Captain in 1895, and obtained his majority in 1904. He was a member of the South Australian Contingent which went to Sydney in connection with the inauguration of the Commonwealth.

The late HENRY ROBERT FULLER was born at Cambridge Heath on January 22, 1825, and



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MR. HENRY ROBERT FULLER.

was a son of the late Mr. H. P. Fuller. He received his early education at Mr. E. Duke's Academy, completing his studies at Mr. Burn's school, Kennington Common. At his father's death he entered upon a seafaring life in the service of the P. & O. Steam Navigation Co., serving on board several steamers, on two of which he held the position of second officer. In 1845 he arrived in South Australia, and was engaged on the Port Road as a driver, an occupation which, shortly after, led to his becoming a contractor for the conveyance of merchandise between Adelaide and the Port. Eleven years later, in 1856, the South Australian railways were

opened, and Mr. Fuller, in conjunction with Mr. George Mills and Mr. Henry Hill, tendered for the contract for the management of the goods traffic over the railways, and controlled this department for some years. Mr. Fuller was next associated with the same two gentlemen in the South Australian Carrying Company. In the history of this large enterprise, now known as John Hill & Co., mail contractors, Mr. Fuller played an important part. In connection with other gentlemen he arranged for the transfer of the stock, plant, and contracts from the late Mr. W. Rounsevell to Messrs. Cobb & Co., and on the retirement of the latter joined with Messrs. John Hill and George Mills in the purchase of the business, which has been carried on under the style of John Hill & Co. for many years. In the Parliamentary arena Mr. Fuller served the needs of his generation faithfully as representative of West Adelaide in the House of Assembly from 1865 to 1870, and again in 1894, when he was returned for the Central District to the Legislative Council. For twenty-one years Mr. Fuller was a member of the Adelaide City Council, five of which he served as Councillor, twelve as Alderman, for three successive years (1866 to 1870) occupied the Mayoral Chair, and again in 1882. During the former period Mr. Fuller had the honour, as Mayor, to receive and entertain the late Duke of Edinburgh on his visit to South Australia, thus being the first civic dignitary to entertain royalty in Australia. His Royal Highness was presented by Mr. Fuller with an address contained in a silver casket. Among other offices he held was that of Justice of the Peace for forty years, visiting Justice of the Yatala Labour Prison for a lengthy period. Chairman of Directors of the Metropolitan Brick Co., of Dungey, Ralph, and Co., Ltd., the Mercantile Defence Association, and the Yorke Peninsula Steamship Co., Ltd. Mr. Fuller resided in the Central District for sixty years, and on February 7, 1903, celebrated his golden wedding at his home in Grenfell Street, Adelaide, when a large gathering of his family and friends met to do honour to the veteran statesman. Mr. Fuller, who died on August 27, 1905, will long be remembered for his generosity of disposition and the kindly sympathy displayed to the many who, but for his timely assist-

ance, would have lacked the helping hand at the turn of the tide which led on to fortune.

LOUIS VON DOUSSA, who succeeded to the Attorney-Generalship and Leader of the Legislative



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MR. LOUIS VON DOUSSA.

Council on the retirement of the Honourable (now Judge) J. H. Gordon, K.C., is one of the best-known and most highly respected residents in the Southern districts of South Australia. He was born on May 17, 1850, and is a native of this State. He was educated at Hahndorf College, and under Mr. G. R. Irvine, a former master of St. Peter's College. In 1866 he was articled to Mr. J. J. Bonnar, under whom His Honor Judge Gordon also served his articles, and was admitted to the Bar in November, 1871. Mr. von Doussa commenced the practice of his profession on January 1, 1872, having his headquarters at Mount Barker, and has resided there ever since. He has taken a deep interest in the welfare and advancement of the Mount Barker district, where he has held one office or another during the greater part of his life, and has been officially connected with most of the public institutions in that town. He has also taken a prominent part in Church matters for many years, and in 1895, was elected to, and still holds, the position of Church Advocate in the Diocese of Adelaide. Mr. von Doussa's professional duties have taken him to all parts of the Southern

districts, where he is widely known. He first entered Parliament in 1899, representing the electorate of Mount Barker in the House of Assembly, where he won a very good position among his fellow-members. When the constituencies of Mount Barker, Noarlunga, and Encounter Bay were amalgamated under the Constitutional Reform Act, he failed to secure re-election, owing largely to a misunderstanding in connection with the Judges' Pension Bill, which he had introduced in the Assembly, but was elected unopposed as a member of the Legislative Council for the Southern District in December, 1904. Mr. von Doussa is a lawyer of acknowledged ability, is a fluent speaker, and has considerable skill in putting his points clearly and with force. His grandfather was an officer in the German army, and was decorated for his service on the field of Waterloo. In 1874 Mr. von Doussa married a daughter of the late Mr. William Bowman, of Middleton. He was married again in 1900 to a daughter of Mr. C. A. Smyth, K.C., for many years Crown Prosecutor of Victoria. His family consists of two sons and two daughters. His eldest son, Frank, is the manager of Messrs. Elder, Smith, & Co.'s branch business at Mount Barker; and his second son, Stanley, practises as a solicitor at Mannum. Mr. von Doussa's home is at Mount Barker, and his city office is in Steamship Buildings, Currie Street.

The late Honourable HENRY WILLIAM THOMPSON, who, for over four years (1902-6) represented the Central District in the Legislative Council, was born at Rotherhithe, England on, March 2, 1839. He received his education at the Wick Hall College, Hackney, and on its completion entered upon a seafaring career. After several years at sea, Mr. Thompson was for some years engaged on the West Indian mail route, and also in the transport service. In 1854 he entered the Royal Navy as a volunteer, joining H.M.S. "Queen," attached to the Black Sea fleet, and served during the Crimean war. After the cessation of hostilities, he returned to the mercantile service. Mr. Thompson came to South Australia in 1860 as first mate of the "New Margaret," and was engaged in the interstate trade as officer in a number of vessels. He then relin-

quished this mode of life, and joined the firm of Clarke, McKenzie, & Co., ship chandlers, remaining with them until the year 1871. In that year, with Mr. William Russell, he purchased the business, but subsequently acquired his partner's interest in the concern. Mr. Thompson was actively associated with municipal affairs at Port Adelaide for many years. He occupied the post of Chief Magistrate in 1881-2, and did valiant service for the Corporation, some of the greatest improvements in the town being the result of his unremitting efforts, notably the asphaltting of footpaths. Mr. Thompson took a foremost part in creating the Naval Reserve during the "Russian scare" in the early eighties, and held the first commission granted in this State. He served eight and a half years under Captain Walcott, R.N., and finally retired with the rank of Commander. Mr. Thompson entered Parliament for the first time on May 3, 1902, as representative for the Central District in the Legislative Council, and continued to hold office up to the time of his demise, which occurred towards the end of 1906. He had some time previously stood for the District of Port Adelaide for the House of Assembly, but was unsuccessful. Mr. Thompson did not figure prominently in the political arena, but he was earnest in his endeavours to be of service to those



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HON. H. W. THOMPSON.

about him. He was a great favourite, and was held in high esteem by all who knew him, both socially and politically.

House of Assembly.

The Honourable Sir JENKIN COLES, K.C.M.G., Speaker of the House of Assembly of South Australia since 1890, was born in George Street, Sydney, N.S.W., on January 19, 1842, and is a son of the late Jenkin and Caroline Prince Coles. The Coles settled in the North of Ireland upwards of 300 years ago. The family name was originally Cole, having descended from John Cole, Baronet, of Newland, County Dublin, Ireland, and from Thomas Coles, of Addington Park. Sir Jenkin's parents went to England, and the subject of this notice was educated at the world-famed Blue Coat School, London. After his studies were completed, he returned to the colonies with his parents, who took up their residence in South Australia. After a few years, he started in business at Kapunda as a stock and station agent and auctioneer, having for his partner the late Mr. W. G. Goodchild, and, after a prosperous career, relinquished the active control of it in 1875. In response to a requisition from the electors of Light he became a candidate for and was elected to the House of Assembly by a large majority in the same year. He has represented Light (now included in Wooroorra), with the exception of one term of Parliament (when he did not offer himself) since 1875 to the present day. Sir Jenkin took an active interest in the progress of agricultural and pastoral industries; he was appointed Commissioner of Crown Lands in the Colton Ministry, 1884-5, and was Commissioner of Public Works in the same Government. In 1885 Sir John Colton's Government was defeated, and Sir Jenkin remained in opposition till 1887. On the downfall of the Downer Government in that year, the Hon. Thomas Playford was called upon to form an Administration, and Sir Jenkin accepted his former portfolio (Commissioner of Crown Lands), holding it till the overthrow of the Government in 1889. In 1890, when the office of Speaker of the House of Assembly fell vacant through the retirement of the late Sir John Bray, Sir Jenkin was unanimously elected to the position. The duties of his high office are still retained by him, and during the

sixteen years he has occupied the position he has never once missed a sitting. This constitutes a world's record. Sir Jenkin has also the distinction of being the only sitting member (in either the House of Assembly or Legislative Council) who has sat continuously for a quarter of a century. He is closely identified with the progress of South Australia, being a Director of the Bank of Adelaide, and is a considerable landowner in various parts of the State. In 1894 Sir Jenkin was singled out for the special commendation of the Crown, and had conferred on him the dignity of K.C.M.G. He married in 1866 Nelly, daughter of Henry Briggs, of Adelaide, his family consisting of eleven children, all liv-



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HON. SIR JENKIN COLES

ing, the eldest son being senior partner in the well-known auctioneering firm of Coles & Thomas, Kapunda; and his eldest daughter wife of Hon. W. P. Propsting, once Premier, and now Attorney-General in the present Tasmanian Government (1906). Sir Jenkin is a member of the Adelaide Club, his private address being "Davaar," South Terrace, Adelaide. The members of the House of Assembly in South Australia agree in crediting its Speaker, Sir Jenkin Coles, with the possession of firmness, impartiality, tact, toleration, and dignity; and it is safe to say that his name will

always be historically and honourably associated with that of South Australia.

The Honourable RICHARD BUTLER was born on December 3, 1850, at Oxford, England. He is a son of Mr. Richard Butler, a well-known pastoralist of South Australia, and a nephew of the late Mr. Philip Butler, pastoralist, of Tickford Abbey, Surrey, England, and of the Rev. Daniel Butler, Rector of Thring, Yorkshire. He came to South Australia with his parents when he was three years of age, and received his education at St. Peter's College, Adelaide. On completing his academic training he turned his attention chiefly to agricultural and pastoral pursuits, and was occupied for some years almost exclusively in farming and grazing. For two years he was a member of the Crystal Brook School Board of Advice, and for seven years was Chairman of the District Council of Grace, which has its headquarters at Mallala, the centre of a large agricultural district. Mr. Butler took up his residence in the neighbourhood, where he still owns an extensive property. He became a candidate for the electorate of Yatala in 1890, but was unsuccessful. A few months afterwards, however, Mr. James Cowan, the member for the district, was accidentally killed when attempting to drive over the railway crossing near Dry Creek, and at the consequent election Mr. Butler was chosen to fill the vacancy, defeating Mr. Patrick McMahon Glynn (who is now a member of the Federal House of Representatives) and Mr. Charles Willcox. This election took place on August 13, 1890, the same day that Mr. Playford moved a motion of No-Confidence in the Cockburn Ministry, and Mr. Butler took his seat in time to vote with the Opposition. He continued to represent Yatala until 1902, when a rearrangement took place, and the enlarged electorate was styled Barossa, which constituency he still represents. Mr. Butler became associated with the fortunes of the Kingston Ministry as Government Whip, and when Dr. Cockburn went to England as Agent-General in

1898 he was offered and accepted the vacant portfolio of Minister of Agriculture and Education. The former position he held longer than any previous occupant, remaining in office twenty months, when, owing to an adverse vote, led by Mr. Bur-



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HON. RICHARD BUTLER.

goyne, the Kingston Ministry resigned. When the reconstruction of the Holder Ministry took place, which was necessitated by the retirement of the Premier (Honourable F. W. Holder) on his election to the Federal Parliament, Mr. Butler became Treasurer and Minister of Agriculture in the Jenkins Cabinet, and retained these offices for four years. From April, 1902, to July, 1905, he was Commissioner of Crown Lands and Minister of Mines. In 1903, Mr. Butler, at the invitation of the Federal Treasurer, attended a Conference in Melbourne, all the States being represented, and on behalf of this State placed proposals before the Conference, dealing with the transfer of the State accounts to the Commonwealth, and the payment for the transferred properties. In 1905 he, with the then Premier, represented South Australia at a Conference in Hobart, the Federal Government and all the States being represented. Resolutions were then arrived at for dealing with the above questions—resolutions which were substantially endorsed at the Conference held in April of 1906. Proposals for dealing with the Murray waters were also submitted, viz., that a complete

system of locks over the whole portion of the river system, now customarily used for navigation, be constructed. When the Hon. J. G. Jenkins accepted the position of Agent-General, Mr. Butler was entrusted with the formation of a new Government, in which he held the positions of Premier, Treasurer, Minister of Lands and Mines, and Minister for the Northern Territory. He was returned at the head of the poll by a substantial majority after placing the policy of the Government before the constituencies; but, owing to a combination of those who favoured a £15 franchise for the Legislative Council with those whose policy it is to abolish that Chamber, his Ministry was defeated on meeting the Assembly. In July, 1905, and since that time, he has by the unanimous vote of his party led the Opposition. Mr. Butler has held Ministerial office for over six years, four of which he was Treasurer, and was the first occupant of that position under the new conditions resulting from Federation. By general consent he is admitted to have proved himself a sound, careful, and courageous financier, and handed over the office to his successor after piloting the State successfully through a long and critical period of depression. He reorganized the Lands Department, effecting many economies, and was especially active in surveying and throwing open all available Crown lands for agricultural settlement. His public career has resulted in his being regarded as a sound and just administrator, a clear, concise, and logical speaker, and a keen and close observer. Mr. Butler married on January 1, 1878, Helena Kate, daughter of the late Mr. Edward Willis Layton, of Sydney, and was left a widower in 1892, with a family of four sons and five daughters. In 1894 he married again, and by his second wife—Ethel Pauline—daughter of the late Mr. Thomas Dixie Finney, of England, has one son and one daughter. His residence is on the North-East Road, Medindie.

EPHRAIM HENRY COOMBE, Chairman of Committees and representative for Barossa in the House of Assembly, was born at Gawler on August 26, 1858, and is a son of Ephraim Coombe, who came to South Australia in 1855, and eventually settled at Willaston,

near Gawler, where he has resided for the past thirty years, carrying on business as a storekeeper, etc., and filling the position of local postmaster. The subject of this notice was educated at Mr. L. S. Burton's School, Gawler, and afterwards entered into mercantile pursuits. Later on, Mr. Coombe turned his attention to journalism, and assumed the editorship of the *Gawler Bungip*, which position he has occupied for the past sixteen years. He is also Editor of the *South Australian Institutes' Journal*, a monthly publication descriptive of the working of the various Institutes, and has been local correspondent for the *South Australian Register* for more than eighteen years. Mr. Coombe was appointed on the *Hansard* staff of the Federal Convention, Adelaide, in 1897, and was the only country journalist serving in that capacity. He had previously had considerable experience on the State *Hansard* staff for the *Register*. He first entered Parliament in 1901 as a representative for the Barossa District, and in 1902 was again returned for the same constituency in the newly-constituted House of Assembly. Mr. Coombe was the Opposition Whip during the session of 1904. At the election held in 1905 he was again returned to Parliament, and in the same year was appointed to the



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MR. E. H. COOMBE.

important office of Chairman of Committees, a position he still occupies. Mr. Coombe is a member of the Board of Governors of the Pub-

lic Library, Museum, and Art Gallery, and a Vice-President of the South Australian Institutes' Association. He is a staunch temperance advocate, being a member of the Sons of Temperance and Rechabite Orders. For the past seventeen years Mr. Coombe has been a member of the Council and Secretary of the Gawler School of Mines; is a member of the Gawler Institute, and takes a great interest in all matters pertaining to the welfare of the district. He married in 1880 Sarah, daughter of Samuel Heywood, of Williamstown, Victoria, and has a family of four sons and two daughters. Mr. Coombe is an ardent sportsman, and in both cricket and chess achieved interstate rank. In 1894 he was runner-up for the South Australian Chess Championship. Mr. Coombe resides at Gawler, South Australia.

WILLIAM JOSEPH DENNY, the senior member for Adelaide in the House of Assembly, was born in the South Australian capital in 1872, and is a son of Mr. Thomas Denny, of Adelaide. At the conclusion of his scholastic training he became associated with the meteorological branch of the Postal Department as weather clerk, under Sir Charles Todd. This position he subsequently



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MR. W. J. DENNY.

relinquished to take the editorship of *The Southern Cross*, on the appointment of the former editor to the position of Chief Secretary in the Kingston Government. Mr.

Denny had displayed considerable interest in public affairs, and in 1898 he was elected to a seat in the Adelaide City Council, being at that time the youngest member to receive this honour, having only completed his twenty-sixth year. Two years later, upon the resignation of the Right Hon. C. C. Kingston, he was chosen to represent West Adelaide in the House of Assembly, and in 1902 was returned for the District of Adelaide. Subsequently, at the general elections in 1906, Mr. Denny was returned at the head of the poll for that constituency. Relinquishing journalistic work in 1902, Mr. Denny entered upon the study of the law at the instigation of the Hon. J. H. (now Mr. Justice) Gordon, and, becoming articled to Mr. J. R. Anderson, he passed the necessary University examinations qualifying him for the practise of the legal profession. At the South Australian Literary Societies' Union annual competitions Mr. Denny carried off first prize for oration and essay, in addition to many other prizes, while he held the office of Chief Secretary in Union Parliament. He is keenly interested in sporting matters, is a steward of the Adelaide Racing Club, and is an ex-captain of the Mercantile Rowing Club.

WILLIAM DAVID PONDER, representing Adelaide District in the House of Assembly, was born at Hackney, London, England, on March 18, 1855. He was brought to South Australia at an early age, and received his education at the State School at Kapunda. Upon the conclusion of his studies he was apprenticed to the printing trade at *The Herald* Office in that town, his indentures being subsequently transferred to the Government Printing Office, Adelaide. For eighteen months he worked as a compositor in *The Register* Office, but relinquished that employ to become town collector for *The Advertiser*, and retained his connection with that office for nearly twenty years, during the last six months of which he occupied the post of sub-editor of *The Express*. In 1905 he was elected as senior member for the District of Adelaide in the House of Assembly, and upon the dissolution of the House in the following year was returned second on the poll at the ensuing elections, being only fourteen votes behind the leading candidate. Mr. Ponder has

identified himself with the public and social life of his district for many years. Before entering Parliament he represented Young Ward in the Council Council for six years, and in 1896 received a commission of Justice of the Peace. He has always taken keen interest in literary societies, and in the work of the Literary Societies' Union. He has been associated with the craft of Freemasons for twenty-six years, is Past Master of the Lodge of Friendship, member of the Board of General Purposes, and Past Assistant Grand Secretary of the Grand Lodge of South Australia.

Captain **THOMAS HYLAND SMEATON**, member of the House of Assembly, representing the district of Torrens, was born at Glasgow—the hub of Scottish industrialism—forty-eight years ago. Like most Scotchmen, he received a good education, finishing with a course of science studies at the Andersonian University, and art at the School of Arts. Before entering upon his articles for the architectural profession, he served an apprenticeship of three years to stone-cutting and building. When twenty years of age he launched out in search of experience and went to London, where he secured the responsible position of shop foreman with a large building firm. There he remained for twelve months, when, his health breaking down, he returned to his native city. Coming to South Australia twenty-six years ago, he was first employed by the Government as Clerk of Works; then, after service with private firms for about two years, he commenced to practise his profession on his own account. The subject of this sketch has for many years taken a leading part in public matters. He served for four years as a councillor in the city, and has just vacated the chairmanship of the Fire Brigades Board of South Australia, after holding it for many years. He stood for Parliament nine years ago as a Liberal for a country constituency, and, after one of the stiffest fights on record, was defeated by a narrow majority. He is an enthusiastic military man, being a captain in the Commonwealth Forces, holding the command of the South Australian Scottish Infantry. He also holds an appointment on the District Staff as staff officer for engineer services, and is one of the seven members of the

South Australian Committee of Defence. Mr. Smeaton was editor of the *South Australian Literary Societies' Journal*, and holds the distinction of having gained more first prizes for literary competition work at the annual South Australian Literary Societies' Union competitions than any other competitor. He is a member of the Congregational Church, a warm supporter of the Young Men's Christian Association, and for many years conducted one of the largest Bible classes in Adelaide for young men.

WILLIAM OLIVER ARCHIBALD, representing Port Adelaide District in the House of Assembly, was born at St. Pancras, London, on June 3, 1852, and received his education at the national schools in London. At the age of ten he lost both of his parents, and, being practically thrown upon his own resources, faced his future with considerable energy and determination. In the following year he commenced his apprenticeship to pianoforte action making, and continued at the piano-building trade until 1880, when he emigrated to New Zealand. He found the colony suffering from the depression resultant upon the Glasgow Bank failure, and, after six months, proceeded to New South Wales, where he gained useful experience of colonial life, being engaged in various occupations there for a year and a half. Whilst in New Zealand Mr. Archibald had heard favourable reports of South Australia, and, turning his steps in this direction, followed agricultural pursuits in the country districts for some time. He subsequently obtained employment in the Government workshops in Adelaide, where he remained until 1893, when he was chosen by the Labour Party to represent their interests in the House of Assembly as member for Port Adelaide, at which election he headed the poll after a keen contest. Mr. Archibald, who has been returned at each subsequent election, is Chairman of the Parliamentary Labour Party, having filled that post since the formation of the present Government, and takes a prominent part in the movement to secure legislation for the masses. He has acted as a delegate for the Labour Party at conferences in other States, and is a trustee of the Port Adelaide Working Men's Association, one of the biggest labour or-

ganizations in South Australia, of which he is a past Chairman.

HENRY CHESSEON, one of the representatives of the Port Adelaide District in the House of Assembly, was born at Adelaide on September 15, 1862. He was educated at the late Mr. Moore's Pulteney Street School, and at the Grote Street State School. At the age of twelve he began work in an Adelaide boot factory, subsequently turning his hand to several different trades; and at fifteen was apprenticed to a mason and bricklayer. He followed this calling in Adelaide until 1885, when he went to Melbourne, where he spent seven years. Since the time of the great maritime strike he has been an active trades unionist, and has made an earnest study of the labour questions of the day. Upon his return to Adelaide, in 1892, Mr. Chesson again became a member of his former society, and has since been elected President on several occasions, besides filling other offices, and is now one of the trustees. He has represented his Union in the Trades and Labour Council for eight years continuously, and has occupied the positions of President and Vice-President of that body, of which he is now a trustee. For three years he was a member of the Managing Committee of the Trades Hall, and represented his Union on the Eight-hours Committee for three terms. He has also been President and Vice-President of the United Labour Party of South Australia, acting as delegate from his Union. In 1905 he was chosen to contest the seat in the House of Assembly for the Port Adelaide District, with the two old members—Messrs. Archibald and McGillivray—and was returned. Upon the dissolution of the House of Assembly in 1906 he was again successful in the ensuing elections.

ALEXANDER McDONALD, member of the House of Assembly, representing the District of Alexandra, was born in Orkney Islands, Scotland, in 1856, and is a son of the late Mr. John McDonald, who came to South Australia in 1858, afterwards launching out in business as a brewer. The subject of this sketch was educated at the Pirie Street Grammar School, Adelaide, and on finishing his school career engaged in farming pursuits, in what is now known as

the Sturt district. Nine years later he gained his first experience in the commercial world, working as a storekeeper at Kangarilla, and Blackwood. In 1886, on the retirement from Parliament of Sir John Colton, who up to that time had been representative for the District



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MR. ALEXANDER McDONALD.

of Noarlunga, Mr. McDonald contested the seat, and was elected, his colleague being Mr. C. J. Dashwood. He continued to represent that District until 1901, and when the constituencies were amalgamated under the Reform Act, he was returned as one of the members for the new electorate, and re-elected in 1904. Mr. McDonald has been a member of the Mitcham Council for several years, and takes an active part in the welfare and advancement of the District of Blackwood. Mr. McDonald, who is a member of the Masonic fraternity, and also a Druid, married in 1875 Mary, daughter of the late Mr. James B. Wilson, of McLaren Vale, and has a family of one son and one daughter.

Captain **GEORGE RITCHIE**, representing the District of Alexandra in the Lower House, was born at Goolwa in 1864, and is the third son of the late Captain James Ritchie, one of the early pioneers who came to South Australia with Captain Cadell, afterwards commencing trading-operations on the River Murray. The subject of this notice was educated at the Grammar School, Echuca,

Victoria, and on the death of his father in 1882 took over the business with which he has been identified ever since. Captain Ritchie is the proprietor of a fleet of steamers plying on the Rivers Murray, Darling, and Murrumbidgee. In



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CAPTAIN GEORGE RITCHIE.

1901 he entered Parliament for the first time, being elected to represent the constituency of Alexandra in the House of Assembly under the new Constitution. Captain Ritchie has always taken a great interest in the important question of the distribution of the River Murray waters, and is a staunch advocate of the lock system, considering this method to be the only solution; and it is to this, in a large measure, that he owes his presence in the Legislature to-day. His father was also largely interested in the same question. Captain Ritchie, who resides at Goolwa, married in 1899 Charlotte Anne, youngest daughter of Mr. W. Knapman, of Port Adelaide, and has a family of two children—a son and a daughter. He has been Mayor of Goolwa on three occasions, and takes a prominent part in all matters appertaining to the welfare and advancement of the district. Mr. Ritchie is a member of the Masonic fraternity, and occupied the office of Worshipful Master of the Corinthian Lodge, No. 34, S.A.C., for two years.

WILLIAM JAMES BLACKER, representing the District of Alexandra in the House of Assem-

bly, was born at Radstock, Somerset, England, on May 30, 1843, where he also received his early education. He arrived in South Australia with his parents and one sister on April 19, 1855, and the family settled at Yankalilla, where he completed his scholastic training. For sixteen years Mr. Blacker remained at Yankalilla, being identified with farming pursuits from the outset of his career; and in this calling he has continued all his life, combining with it for the last thirty years an auctioneering business. About 1871 he removed to the District of Willunga, at a locality of equal distances from Willunga, Aldinga, and MacLaren Vale, and here he has continued ever since. In May, 1892, Mr. Blacker was elected to fill the vacancy in the House of Assembly caused by the departure of



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MR. W. J. BLACKER.

Mr. Justice Dashwood to the Northern Territory, representing the District of Noarlunga, and upon three subsequent triennial elections was returned, each time at the top of the poll. In 1902, when the Districts of Noarlunga, Encounter Bay, and Mount Barker were amalgamated, he was returned for Alexandra, was re-elected in 1905, and at the election in 1906, caused by a dissolution of the House, was again returned at the head of the poll. Mr. Blacker has always taken a warm interest in the local affairs of the Willunga District, and has held office in the Willunga Council in all capacities, having been Councillor, Auditor, and Clerk. He was connected with the military force for

six years at Yankalilla, and was Secretary of the Willunga Agricultural and Horticultural Society for about twenty years. He has been connected with the Orders of Oddfellows and Foresters for over forty years, and has held office all that time without a break. He has been Secretary of Court Aldinga, A.O.F., for twenty-three years continuously, and has passed through all the leading offices of the district. Mr. Blacker's life has been an eventful one, and he recounts many stories of hair-breadth escapes from accidents and other interesting incidents too numerous to mention.

PERCIVAL THOMAS HEGGATON, who is the Parliamentary representative for the District of Alexandra in the House of Assembly, was born at the township of Middleton, South Australia, on June 4, 1869, and is the third son of Mr. William Heggaton, who arrived in the province in 1851. He pursued his preliminary education at the public schools, and after finishing a course at Whinham College followed grazing and dairy-farming pursuits at Hindmarsh Island, taking over the property formerly held by his father, and has been engaged in this calling ever since. In 1900 Mr. Heggaton had erected a butter and



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MR. P. T. HEGGATON.

cheese factory on the island, where he now trades under the style of "The Hindmarsh Island Produce Company." Mr. Heggaton has

always taken an active interest in the public affairs of the State, his first prominent position being as a member of the Port Elliot District Council, to which he was elected in 1900, and in the following year became Chairman, continuing in this office for three years, only relinquishing these duties on account of the distance from the Island to the Port. At the general elections, consequent upon the dissolution of the House of Assembly in 1906, Mr. Heggaton offered himself as a candidate for the District of Alexandra, and was successful in winning a seat. He was married in 1899 to Sarah, youngest daughter of the late Mr. Joseph Grundy, of Second Valley, and has a family of two daughters and one son.

WILLIAM JAMIESON, member for the District of Murray in the House of Assembly, was born at North Gumeracha on September 11, 1861, and received his education at the public school in that place. He subsequently became associated with agricultural pursuits, including farming, sheep-farming, dairying, etc., and was one of the promoters of the Gumeracha Co-operative Butter, Cheese, and Produce Company, being also a member of the Board of Management since its inception; and was appointed a member of the Royal Commission to enquire into the charges against produce merchants. He first entered political life on June 9, 1901, being chosen to represent the District of Gumeracha in the House of Assembly in that year. He was returned for the District of Murray on May 27, 1905, and again on November 3, 1906, at the extraordinary elections upon the dissolution of the House on the franchise question. Mr. Jamieson was for many years a member of the District Council of Talunga, occupying the chair for several years, and he has always exerted his influence to advance the best interests of his district in every way. He is a member of the Agricultural Bureau and the Agricultural Society, and is associated with the Independent Order of Rechabites. His favourite form of sport is cricket.

HERMANN HOMBURG, member of the House of Assembly, representing the Murray District, was born at Norwood on March 17, 1874,

and is the eldest son of the Honourable Robert Homburg, a judge of the Supreme Court of South Australia (referred to elsewhere in these pages). He entered at Prince Alfred College when ten years of age, matriculated six years later, and entered the Adelaide University for the study of law. Whilst at College Mr. Homburg took a prominent part in the athletic contests against St. Peter's College. In 1890 he became articled to the legal profession in his father's office, and, six years later, after a successful University career, was admitted to the Bar. He joined his father in partnership in 1898, and upon the elevation of that gentleman to the Bench, in 1905, he carried on the practice in conjunction with Mr. Alexander Melrose and Mr. R. Homburg, junior. The



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MR. HERMANN HOMBURG.

firm has a very large practice, and Mr. Homburg has a considerable reputation as an able and skilful practitioner. In June, 1906, he became a candidate for the District of Murray, and, after a keen contest, was elected; and, at the general election consequent upon the dissolution of Parliament in October, was again returned, this time within eleven votes of the senior member. Mr. Homburg has sat, therefore, in the House for only a few months, but during that time his ability was speedily recognized. His maiden speech in the House made a distinctly favourable impression, and at once stamped him as an acquisition to the debating strength of the

Chamber. Mr. Homburg is a lover of healthy athletic sports, figures prominently in cricket circles, and acts as Chairman of the North Adelaide Cycling Club, with which is associated the Automobile Club of South Australia. He also evinces considerable interest in musical matters, and is a member of and bass soloist in the Adelaide Liedertafel, one of the leading musical societies in Adelaide. His favourite pastime is gardening.

DAVID CAMPBELL, member for the District of Victoria and Albert in the House of Assembly, was born at Robe, South Australia, on September 16, 1866. He received his early education at Grote Street Public School, completing his scholastic studies at St. Peter's College, and upon their termination was employed for a time as a lawyer's clerk. Mr. Campbell has, in his time, "played many parts," having been engaged as an engineer, a steamboat-man, and editor of *The Millicent Times* newspaper, of which he is now the proprietor. In October, 1906, a dissolution of the House of Assembly took place over the franchise question, and at the ensuing elections held on November 3 Mr. Campbell was returned by the electors of Victoria and Albert to represent that district in the Lower House. Being of a retiring disposition he has not identified himself with friendly societies or associations of any kind, but when a youth served three years in the military force, attaining to the rank of corporal.

PETER ALLEN, member for the District of Wallaroo in the House of Assembly, was born at Auburn, South Australia, and received his education at the public school in that town, upon leaving which he became associated with pastoral pursuits, and since the year 1880 has followed the farming industry at Green Plains, Yorke Peninsula. Mr. Allen has always taken a very keen interest in the welfare and progress of his district, and has for many years been well known as the Green Plains correspondent of *The Advertiser*. His writings are naturally humorous, and he has added to his reputation by the preparation and delivery of several lectures, in which the comic element predominates. He first became a member of Parlia-

ment in 1902, and was again returned in 1905, and later, at the extraordinary election in November, 1906, which followed the dissolution



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MR. PETER ALLEN.

consequent upon the Franchise Bill crisis.

JOHN VERRAN, who represents the electors of Wallaroo in the House of Assembly, was born at Helston, Cornwall, on July 9, 1856, and in the following year was brought to



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MR. JOHN VERRAN.

South Australia by his parents. The family settled in the mining town of Kapunda, where the subject of our memoir received a rudimentary edu-

cation, being sent to work on the mines at ten and a half years of age. He was associated with the mining industry at Moonta for over thirty years, and for the past twelve years has been President of the Miners' Association, a position he still occupies. In 1901 Mr. Verran was chosen as a representative of this Association to contest a seat in Parliament for the Wallaroo District, and was elected on June 22 of that year, being returned at the top of the poll in 1902 and upon two subsequent occasions, viz., 1905 and 1906, the latter election following a dissolution that had taken place upon the franchise question. The members of the Moonta Miners' Association, upon the completion of his tenth year as President, presented Mr. Verran with a handsome gold albert chain and medal in recognition of the valuable services he had rendered to the Association. Mr. Verran has been a prominent member of the Independent Order of Rechabites, being Past Chief Ruler of the South Australian District; also past officer and trustee of the Love and Unity Tent, Moonta Mines. His connection with the Order dates back to 1873. He has been an active worker in the Methodist Church, having filled the offices of lay preacher and Sunday-school teacher for a considerable number of years.

ALFRED EDWIN WINTER, representing the Wallaroo District in the House of Assembly, was born at Macclesfield, South Australia, on November 18, 1862. He received his education at the North Adelaide Public School, and then entered upon a career which has proved very varied in the character of its interests. Mr. Winter has served under the Government in the Railway and Telegraph Department, and as a rate collector at Broken Hill, where also he worked in the mines, being subsequently engaged as a miner at Kadina. He was for a time identified with the grocery business, ran a refreshment-house at William Creek, and was stock-rider at Macumba Station. In March, 1905, the electors of Wallaroo returned him as their representative in the House of Assembly; and in November of the following year, at the elections ensuing on the dissolution of the House, he again successfully contested the seat. Mr. Winter was prominent in the railway employés' agi-

tation of 1888. He is Vice-President of the Wallaroo Mine-workers' Association, and of the Kadina Branch of the United Labour Party, and is a member of the United Ancient Order of Druids. He is also a patron of cricket and football clubs in the district, and was patron of the Wallaroo regatta in 1907.

THOMAS BURGOYNE, M.P., representing the District of Flinders in the Lower House, was born on June 10, 1827, on a farm near Glaestree, Radnorshire, South Wales, England, and is descended from a French officer who was attached to the suite of Mary Queen of Scots. Young Burgoyne spent his boyhood days on a farm, where



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MR. THOMAS BURGOYNE.

his father and grandfather had previously lived, and received his elementary training at private schools in Ludlow, England. On completing his education the subject of our sketch was articled to an architect in the City of Hereford. In 1849 he set out for South Australia in the sailing vessel "Royal Sovereign," arriving in the same year, after a passage occupying 90 days. Shortly after his arrival Mr. Burgoyne commenced operations as a builder, and as such holds the unique distinction of having erected the first galvanized-iron roof, and having put in the first plate-glass window in a shop in Adelaide. Seven years later he went to Port Augusta, where he erected the first

permanent building and the first jetty. Mr. Burgoyne continued to be identified with the building trade in the Northern centres for about thirty years, and during that time erected a large number of the pastoral stations throughout the North. In the early seventies at Port Augusta he called a meeting, of which he was chairman, for the purpose of creating a corporation, the first of its kind in that town; and on its formation he became a member, first as Town Clerk, and afterwards as Councillor and Mayor. Mr. Burgoyne also established the first paper ever published in Port Augusta: the *Port Augusta Despatch*, which is still in existence, and carried it on for the first three years of its career. He has been closely identified with the district, and takes an active part in all matters tending for the advancement and welfare of the district. He can relate many thrilling episodes of dangers which beset the paths of the early pioneers, as the natives were very troublesome in those days, and required constant watching. In 1884 Mr. Burgoyne was the recipient of a petition bearing about 2,000 signatures, asking him to become a candidate for the Newcastle District, to which he consented, and at the subsequent election was triumphantly returned at the head of the poll, retaining the seat ever since. On the re-distribution of seats under the new Constitution Act, the area of the electorate was greatly enlarged, and the name changed to Flinders. In 1885, Mr. Burgoyne, finding that the land laws were unsatisfactory, and with the object of greatly improving them, formed the Independent Country Party, and has occupied the position of Chairman of that party during many years. He held the portfolio of Commissioner of Crown Lands and later on that of Public Works in the Cockburn Ministry, and during his term of ministerial office introduced and carried through the House a Crown Lands Act. Since that time Mr. Burgoyne has taken a leading part in improving every Crown Lands Act that has been placed before the Legislature. His chief efforts have been directed towards the liberalization of the Lands Acts, and the settlement of the right class of people on the land. Mr. Burgoyne is senior member for the Flinders

District, the area of which represents nearly seven-eighths of South Australia. He has been twice married, the first time in 1848, and again in 1871. His second wife is a daughter of the late Dr. Cotter, first surgeon to the Government of South Australia, and the family now living consists of four sons and one daughter.

JOHN TRAVERS, who represents the District of Flinders, in the South Australian House of Assembly, was born at Mintaro, South Australia, in May, 1867. His education was received at public and private schools at Pekina and Terowie. As soon as his education was completed Mr. Travers turned his attention to the more serious part of life and became interested in the pastoral industry. He has been engaged in farming for the greater part of his life, particularly in the districts of Pekina and Mannanarie, and has at all times endeavoured to identify himself with the interests and welfare of the public affairs of his district. He served a number of years as Councillor for Pekina Ward in the Orreroo District Council, and was gazetted as a Justice of the Peace in January, 1905. Mr. Travers sought election to Parliament in 1905, but was defeated by a narrow majority. He, however, was returned on November 3, 1906, defeating the Hon. R. W. Foster, who had held the seat for many years.

HARRY JACKSON, representing the constituency of Stanley in the House of Assembly, was born at Croydon, England, and educated at board and church schools in that town. He arrived in Australia in the early nineties, and first launched out on his own account by going to Angipena in 1894, where he remained about two months. Since that time Mr. Jackson has been chiefly employed in smelting-works, in the Waterworks Department, and has also been engaged on the wharves. He has always taken considerable interest in public affairs, and while resident at Port Pirie was elected a Councillor in the Port Pirie Corporation. In 1905 he contested the Mayoralty for that district, but was defeated by sixteen votes. In the same year he stood as a candidate for the Stanley electorate in the House of Assembly, and though defeated on that occasion was returned

for the same constituency at the extraordinary elections on November 3, 1906. Mr. Jackson is a member of the Broken Hill Proprietary Company's Port Pirie Employés' Union, and has been associated as Secretary and President with various political organizations. He is connected with the United Labour Party of South Australia, the Australian Workers' Association, and the Port Pirie Employés' Union. He has also been a member of the Port Pirie Hospital Board from its inception, and still retains that office.

SAMUEL JAMES MITCHELL, LL.B., M.P., was born at Mount Barker, South Australia, in the year 1852. He acquired his scholastic training at Mitton's Academy, Ade-



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MR. S. J. MITCHELL.

laide. He went to Mount Gambier in 1866, and remained there in commercial employment until 1871, when he proceeded to Melrose and Port Augusta, eventually establishing himself as an auctioneer in that busy centre. He proved very successful in this avocation, and very soon gained a substantial connection. Mr. Mitchell also displayed an active interest in the public affairs of the town, and became one of its leading men, serving for some years on the Port Augusta Council, and subsequently becoming Mayor, which position he held until he left the town. While at Port Augusta, he went in largely for tree-planting, which has been the means of beautifying the town, redeeming it from a wilderness of sand. To-

wards the fulfilment of a long-cherished desire he relinquished this successful career and came to Adelaide to study for the legal profession. He articulated himself to the firm of Messrs. H. E. & H. F. Downer, solicitors, of Adelaide, and attended the University in order to further his studies. Although suffering the disadvantages always attendant upon the pursuance of such studies after full maturity has been reached he made rapid progress in his new profession; and so readily were his abilities recognized by the firm that he was given the management of the office. In 1889 he obtained the degree of LL.B., at the Adelaide University, and in the following year entered upon professional practice in the city as a barrister and solicitor. The steady success that has attended his career as a legal practitioner has amply justified the enterprise and perseverance shown by Mr. Mitchell in his entrance thereon. He has been extensively engaged in the Supreme, Criminal, and Petty Courts, having received compliments from the Bench for his success in conducting important cases, and is recognized in legal circles as a good all-round man. He has for many years been upon the Commission of the Peace. Mr. Mitchell was President of the Electric Telegraph Association of South Australia from its foundation until early in 1907, when he relinquished the position; and was for some years a member of the Glenelg Institute. He is also a prominent member of the craft of Freemasonry, having been Worshipful Master of his Lodge at Port Augusta. Mr. Mitchell's gifts as a public man found a wider scope in 1901, when he was elected member for the Northern Territory in the House of Assembly. At the last two elections for that district he has headed the poll, and still sits as the senior member. For many years Mr. Mitchell has been a persistent advocate of a Transcontinental Railway to connect Adelaide with Port Darwin and the East, and his efforts to awaken further Government interest in favour of this great but much-neglected constituency have been highly appreciated by its inhabitants. With other influential people he joined in a vain endeavour to induce Parliament to build a branch railway from Hergott Springs in a north-easterly direction to Birdsville, and to construct the Transcontinental Railway direct from Port Augusta, *via* Phillips

Ponds and William Creek, and claimed that the Transcontinental Line should be constructed by the shortest possible route between Port Augusta and Port Darwin. The wisdom of this proposition is daily growing more apparent.

The Honourable V A I B E N LOUIS SOLOMON, representing the Northern Territory in the House of Assembly, was born at Adelaide on May 13, 1853. He received his education at J. L. Young's Adelaide Educational Institution and at the Scotch College, Melbourne, and afterwards resided for seventeen years in the Northern Territory, where he was engaged in business pursuits, and as editor of the *Northern Territory Times*. Mr. Solomon was one of the first members returned to the House of Assembly of South Australia for the Northern Territory after it had been declared a separate electorate, and represented the District until he was elected to the first Federal Parliament in 1901. He was Government Whip to the Playford Government in 1890-1, and to the Downer Government in 1893, Leader of the Opposition, and for a short period Premier and Treasurer in 1899. Mr. Solomon was a member of the Convention which framed the Commonwealth Constitution in



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HON. V. L. SOLOMON.

1897-8. In May, 1905, he was elected as representative for the Northern Territory in the House of Assembly.

JOHN CUMMINS MORPHETT, Clerk of the South Australian House of Assembly, was born in 1844, and is a native of South Australia. His father, the late Sir John Morphett, arrived in the colony in 1836, and was therefore



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SIR JOHN MORPHETT.

one of the very first of South Australia's early pioneers, and was present at the proclamation ceremony on December 28, of the same year. On March 6, 1838, Sir John was appointed a member of the Aborigines' Protection Board, and occupied that position for many years. He was one of the originators of the Royal Agricultural and Horticultural Society, presiding over the introductory meeting on April 24, 1844. In December, 1840, he was appointed Treasurer of the Adelaide City Corporation. Sir John was one of the four non-official members of the Legislative Council from 1844 to 1854, being the first Speaker (1851-4), and subsequently President of the Legislative Council from 1865 to 1873. He was Chief Secretary in the Reynolds Ministries in 1861; and was knighted in 1870. On his relinquishing politics, Sir John Morphett retired into private life, and died in November, 1892. The suburb of Morphettville was named after him. His son, John Cummins Morphett, received his elementary education at St. Peter's College, Adelaide: from there he went to Oxford University for two years. Returning to the Antipodes, he spent two years in the North, and then went to New Zealand, where he remained for five

years. He entered the public service in South Australia in 1873 as Parliamentary Librarian, and since then Mr. Morphett has filled numerous offices in the Legislative Council and House of Assembly. In 1900 he was appointed Clerk of the House of As-



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MR. J. C. MORPHETT.

sembly, a position he still occupies. Mr. Morphett was married in 1875 to a daughter of the late Mr. W. Sanders, of Adelaide, and has a family of five children.

ALFRED SEARCY, Clerk-Assistant and Sergeant-at-Arms to the House of Assembly of South Australia, was born at Mount Barker in 1854. He is a son of the late William Searcy, late Chief Inspector of Police of South Australia, and was educated at the Pulteney Street School. From 1869 until 1873 he was connected with the literary staff of the *South Australian Advertiser*. Mr. Searcy joined the Customs Department in February, 1873, as a boarding officer at Port Adelaide, eventually being transferred to the wharf, rising to the position of Landing Waiter, and holds the English Royal Humane Society's Certificate of Merit for saving a life while there. During the first Adelaide Exhibition in 1881 Mr. Searcy had charge on behalf of the Customs Department, and for his services in connection with it was presented with a gold medal by the promoters, Messrs. Joubert and Twopeny. In 1882 Mr. Searcy volunteered for

service in the Northern Territory as Sub-Collector of Customs. He arrived at Port Darwin in June, 1882, and for fourteen years served there in charge of the Customs Department, when, owing to the health of his wife and family, he was compelled to apply for a transfer to the South, which eventuated in 1896, when he was appointed Clerk-Assistant and Sergeant-at-Arms to the South Australian House of Assembly, in succession to his brother (Arthur). During his long sojourn in the Northern Territory, Mr. Searcy had many exciting and dangerous experiences in carrying out his duties as a Customs officer, which can be realized when it is understood he had to search the great coast-line of the Northern Territory in pursuit of Macassar proas, which for centuries had undisturb-



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MR. ALFRED SEARCY.

ed been visiting the coast yearly in search of trepang (*bêche-de-mer*) and pearl-shell. He commenced the crusade against the Malays in 1884, when, for the first time, they were compelled to pay duty on their cargoes, and licence fees for the proas and canoes. Some paid up kindly, and others would not, hence the trouble; but the Customs Department came out on top. One of the most important seizures made by Mr. Searcy in the Northern Territory was that of the ketch "Good Intent" in the Roper River, and the seizure of the cargoes landed there at the McArthur River. The "Good Intent" was towed to Port Darwin, a distance of about 900

miles, in the face of the north-west monsoon. The late Charles Mann (then Crown Solicitor) characterized the Customs proceedings as something resembling piracy, for the Malays were of a friendly power (Dutch), and carried Customs papers for a voyage to Marigi (the Unknown Land). Mr. Searcy was on board the old mission steamer, "Ellengowan" when she made her memorable voyage to the Gulf of Carpentaria. After weeks of peril those on board managed to get the steamer back to Port Darwin, where she soon afterwards sank at her moorings in fifteen fathoms of water. Many of Mr. Searcy's adventures are chronicled in a most interesting book he published, "In Northern Seas" (which has been most favourably commented on all over the world). An amplified work, entitled "In Australian Tropical Seas," is now (1906) being published in England. Mr. Searcy is a Justice of the Peace. Before going to Port Darwin, he was Lieutenant and afterwards Captain of the Port Adelaide Rifle Company. He married in 1876, Jane Annette, daughter of the late Joseph Rainsford, one of Adelaide's earliest colonists, and has a family of three sons and three daughters.

WILLIAM WARDEN WILBY, Office Clerk in the House of Assembly, was born at Ahmada-



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MR. W. W. WILBY.

bad, India, in the year 1859, and is the youngest son of the late Lieutenant-General Wilby, C.B., of the

4th King's Own Regiment of Foot, and late Commander-in-Chief of the forces in Ceylon. The subject of this notice was educated at King's College School, London, and in 1880 came to South Australia, and, after spending some time in the Survey Department, he went to South Africa, where he joined the Cape Mounted Rifles. After six months

of service he sailed for England, remaining there for a short period, returning thence to South Australia. On arrival he was appointed as Sessional Clerk, subsequently being permanently appointed to the position he now occupies. At different periods Mr. Wilby has acted as Clerk-Assistant and Sergeant-at-Arms in the Legislative Council, and has act-

ed as Parliamentary Librarian. He married in 1895 Celia, eldest daughter of the late Boulter Raye, owner of Wellington Station, River Murray. Mr. Wilby's family consists of one daughter. He takes an absorbing interest in gardening, his particular bent being the cultivation of carnations, of which he has a choice collection.

PAST-MEMBERS.

The late Honourable BOYLE TRAVERS FINNISS, "the last survivor of that splendid band of civil officers appointed in England to found the Province of South Australia," who died at Kensington Park, Adelaide, in December, 1893, was born at sea off the Cape of Good Hope, on August 18, 1807. He was educated at Greenwich, and at the Royal Military College at Sandhurst, having been destined for a military career, but sold out of the army in October, 1835. In March of the following year he sailed for South Australia, having been appointed by the Colonizing Commissioners, under the Act providing for the foundation of the province, Assistant Surveyor to Colonel Light, Surveyor-General, at the salary of £100 a year. He assisted the latter, of whom he was a warm personal friend, in surveying Rapid Bay and in the selection of a site for the capital city on the banks of the River Torrens. Upon the death of Colonel Light, Mr. Finnis, in August, 1839, received the appointment of Deputy Surveyor-General, and afterwards that of Chief Draughtsman. He subsequently was appointed Police Magistrate and Commissioner of Police, and on April 28, 1847, under Governor Robe, became Registrar-General and Treasurer, by which he was entitled to a seat in the old Legislative Council; and in 1852 entered upon the duties of Colonial Secretary, which post he held until the inauguration of responsible government in 1857. Mr. Finnis was entrusted with the important office of Acting-Governor during the period between the departure of Sir Henry Young and the arrival of his successor, Sir Richard MacDonnell, extending from December, 1854, to June, 1855. He had taken a leading part in securing the alteration of the old Constitution, and was commissioned to form the first Cabinet, which came into being

on October 24, 1856, and was composed of the Premier, Mr. B. T. Finnis, Sir R. D. Hanson, Sir R. R. Torrens, Mr. Charles Bonney, and Captain Freeling. In August, 1857, this Ministry was superseded by a Cabinet formed by the Hon. John Baker, which, after twelve days, in its turn gave place to the late Sir R. R. Torrens and his colleagues. Four weeks later Sir R. D. Hanson assumed the reins of government, and in June of the following year Mr. Finnis was appointed Treasurer, succeeding the Hon. John Baker in that office, and retaining it until May, 1860. During the first Parliament he represented the City of Adelaide in the House of Assembly, but in the second was returned, with Mr. John Dunn, for Mount Barker. In October, 1862, upon the dissolution of the House, he retired from active political life, being defeated in an attempt to enter the Legislative Council many years later. In 1864 the Ayers Government appointed Mr. Finnis as first Government Resident of the new settlement in the Northern Territory, but after a short time was recalled, his actions there not meeting with the approval of the Government. In that year he was gazetted as "Honourable." Two years later Mr. Finnis acted as Auditor-General during the absence on leave of the late Mr. E. W. Hitchin; and he held membership on the Forest Board from 1875 to 1881. Mr. Finnis was distinguished by the active interest he displayed in military matters, and raised the Volunteer Company known as the "Adelaide Marksmen," organizing afterwards with Major Moore a force of 2,000 men under the Act of 1853, in which he became Lieutenant-Colonel of the Staff and Inspecting Field Officer. He also acted on several Commissions to enquire into the defences of the province. Mr. Finnis published in 1866 an inter-

esting and important work, entitled "The Constitutional History of South Australia." In a review of his career, after his death, he was described by *The Register* as "a man of determined character, varied capacity, and great usefulness, whose sense of duty was never impugned."

The late Honourable Sir ARTHUR BLYTH, C.B., was born on March 21, 1823, and educated at King Edward VI. Grammar School, Birmingham. In 1839 he came to South Australia, accompanying his parents, who settled in Adelaide, where his father became prominently associated with municipal matters, being a City Councillor in 1840 and one of the City Commissioners in 1849. Sir Arthur Blyth began his political career as member for Yatala in the Parliament of 1855, which passed the Constitution Act giving responsible government to the province. He stood in 1857 for the District of Gumeracha, and was returned by this constituency with but one break until the election of 1875, when he represented the suffrages of North Adelaide. He received his knighthood in 1877, and nine years later was created a Companion of the Bath. During the course of his political career he held office in upwards of eleven Ministries, and was three times Premier, his term of service in this capacity being only exceeded by that of the Right Hon. C. C. Kingston and the Hon. Thomas Playford. He was twice Chief Secretary, four times Treasurer, twice Commissioner of Crown Lands, and twice Commissioner of Public Works, his colleagues being no fewer than thirty-two in number. In February, 1877, he was appointed Agent-General, succeeding Mr. F. S. Dutton, upon the death of the latter. Sir Arthur was a Director of the South Australian Company, and

of the National Bank, a member of the University Council, a Governor of St. Peter's College, and a member of the Synod of the Church of England. Sir Arthur Blyth died in England on December 7, 1877, his service to his country having been distinguished by ability, fidelity, and dignity.

The late H. E. BRIGHT. During the greater part of the last half-century the late Mr. Henry Edward Bright, of Gawler, was a conspicuous figure in the public life of South Australia, and took an active part in the municipal affairs of his own town and neighbourhood. He was born in London on June 30, 1819, and spent most of his early life at Great Waltham, Essex, where his father followed agricultural pursuits for many years. He was educated at Felstead in the same county, and was engaged in business for some time at Chelmsford. He arrived in South Australia in 1850, and began as an agriculturist, but relinquished it for stock-dealing in Gawler. Mr. Bright caught the gold fever when it was generally prevalent, and under its influence went to the Victorian goldfields, the Gawler business in the meantime being carried on by his energetic wife. In 1856 Mr. Bright with his wife and family paid a visit to England, and was absent three years. Returning to Gawler he settled at Willaston, which is practically a suburb of that town, and resumed his former business, which prospered greatly in his hands. His first civic appointment was the Chairmanship of the Mudla Wirra District Council. He afterwards became Chairman of the Association of Chairmen of District Councils, was for twenty years a member of the Central Road Board, and was a Life President of the Northern Agricultural Society. Mr. Bright had a remarkable Parliamentary career, extending over a quarter of a century. It began in 1865 with his election as a representative for the District of Stanley in the House of Assembly, his colleague being the late Sir G. S. Kingston, and closed with a six years' term in the Legislative Council. When the Ministry of Sir Arthur Blyth took up and carried in to effect a portion of the railway extension scheme which was embodied in the famous "Boucaut Policy," Mr. Bright was Commissioner of Public Works. A list of

the undertakings with which he was associated and of the railway measures that he introduced and aided to carry through the Assembly shows the activity that prevailed in the department of which he was the head. It included the lines from Port Pirie to Gladstone, Port Wakefield to Kadina, Port Wakefield to Hoyleton, Port Adelaide to Semaphore, and Port Broughton to Mundoora. Mr. Bright also ordered the surveys from Port Augusta through the Pichirichi Pass, from Kapunda to Morgan, and from Mount Gambier to Beachport. In office or out of it Mr. Bright's thoroughness commanded general respect, and after the death of Mr. W. Townsend in 1880 he received the affectionate title of "Father of the House."



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MR. H. E. BRIGHT.

He was a member of the Parliamentary party which visited the Northern Territory in 1882, under the leadership of the Honourable J. L. Parsons. The trip involved some hundreds of miles of inland travelling, besides long and unpleasant sea voyages, but the inspection satisfied Mr. Bright of the capabilities of the region under suitable administration. Among his other services to the community was that of activity as a Justice of the Peace, and Trustee of St. George's Church, Gawler. Mr. Bright was married at St. George's, Hanover Square, London, in 1841, to a daughter of Mr. James King, of St. Clements, Oxford. He had two sons, Messrs. H. E. Bright, of

Broken Hill; and T. R. Bright, of Adelaide. The late Mrs. Bright was a lady possessing much energy; her character and disposition compelled the admiration of all who were associated with her; she was an excellent colonist, and a most efficient helpmate to her husband. Their married life extended over the long period of sixty-three years, and when they celebrated their diamond jubilee wedding felicitations were received from a large number of friends who were present, and scores of congratulatory telegrams also. "In death they were not long divided," for Mr. Bright died on the 18th and Mrs. Bright on the 23rd of February, 1904.

The Honourable JOHN CARR was born at Conisbro, Yorkshire, England, on September 21, 1819, being the second son of the late Mr. William Carr, farmer. He was educated at Lindrick House Academy, Tickhill, Yorkshire, conducted by the Rev. Mr. Ash, an Independent minister. He left England for Melbourne in the year 1859 in the ship "Merchant Prince," and proceeded thence to Adelaide in the ill-fated vessel, the "Admella," about a month before she was wrecked on the Australian coast. Arriving at Adelaide on July 17, 1859, he took up two hundred acres of Government land in Dashwood Gully, and later, in conjunction with a few other gentlemen, he took up sixteen hundred square miles of land on the Nullabor plains, on the West Coast of South Australia. He was subsequently engaged for some time in mercantile pursuits in Port Adelaide. Mr. Carr was elected member for Noarlunga in the House of Assembly in 1865. He was appointed Commissioner of Public Works in the Hon. John Hart's Administration (1870-1), and Commissioner of Crown Lands in Sir John Colton's Ministry (1876-7), holding office on each occasion for about eighteen months. He was the first Chairman of Committees elected in the House of Assembly. He had the honour to conduct through the House the Bill for the construction of the first two hundred miles of the Transcontinental Railway from Port Augusta to Beltana, and took a very active part in opening the northern areas for occupation by farmers. He was Commissioner of Public Works when the Overland Telegraph Line was

constructed by Sir Charles Todd. Mr. Carr represented the Noarlunga constituency for about seventeen years. He took a well-deserved rest from Parliamentary duties for about three years, and then re-entered the House as member for Onkaparinga, retiring altogether from politics in 1888. He was thus a member of the House of Assembly for nearly twenty years.

The late Honourable SIR JOHN COX BRAY was born at Adelaide in 1842, and was a son of the late Mr. Thomas Cox Bray, who arrived in the colony in the thirties. He received his preliminary education at St. Peter's College, completing his scholastic career in England. On his return to South Australia he was articled to the legal profession, and upon his admission to the Bar in 1870 joined Mr. J. B. Sheridan in partnership. In 1871 Sir John Bray entered the House of Assembly as representative of East Adelaide, and held the suffrages of that electorate for twenty consecutive years. From the first he won a growing reputation as a debater, to which were added the gifts of a leader and fighter. Four years after entering Parliament, in March, 1875, he became Minister of Justice and Education in the Blyth Administration. His term of office on this occasion



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HON. SIR JOHN BRAY.

was a short one, the Ministry being defeated; but when, after the retirement of Sir James Penn Boucaut, Sir John Colton assumed the reins

of Government, Sir John Bray received the appointment of Attorney-General, and held office from June 6, 1876, to October 26, 1877. After several years, which saw rapid changes in the political world of South Australia, Sir John Bray entered into office as Premier and Chief Secretary. He thus enjoyed the distinction of becoming the first native-born Premier of South Australia, and held the post for three years, from June 24, 1881, to June, 16, 1884. In 1885, Sir John Bray, returning from a visit to the old country, accepted a portfolio under his former colleague, and the combination became known as the "Downer-Bray Administration." In 1886 Sir John Bray became Acting-Premier in the absence of his chief in England, whither he had gone to attend an Imperial Conference. In June, 1887, the Ministry was defeated, but came again into power in August, 1890, Sir John Bray accepting the office of Chief Secretary. Two years later, in deference to the wish of Mr. Playford, he resigned his portfolio in order to fill the position of Agent-General in London, and proceeded to England, where he remained until 1894. Owing to failing health, however, he left the colder clime to return to the Sunny South of the antipodes; but when nearing Colombo, in the "Oceana," died suddenly on June 13, 1894. Sir John Bray received his knighthood while Speaker of the House of Assembly, during a period extending from May 31, 1888, to June 5, 1890, having declined the Queen's honour some years previously.

The Honourable W. B. ROUNSEVELL. Fifty years ago the chief coaching establishment of Adelaide was situated on the ground now occupied by the well-known firm of John Hill and Company, Limited. At that time railway travelling was practically unknown, for the lines from the City to the Port and Salisbury respectively were only opened in 1856. The mails were carried by road, and one of the daily sights of Adelaide was the starting of a number of large, well-equipped, and splendidly-horsed coaches from the front of the old Post Office as the clock struck three. The contractor and proprietor was Mr. William Rounsevell, who was a colonist of 1839, and came from an old Cornish family of Bos-

castle. His patronymic was reminiscent of ancient times by its resemblance to Roncevalles, that was famous in song and story many centuries ago. Over many lines Mr. Rounsevell had practically a monopoly of passenger traffic, and the



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HON. W. B. ROUNSEVELL.

business was lucrative. He was assisted in it by his sons John and Benjamin, familiarly known as Master "John" and Master "Ben," who both became expert whips and acquired a comprehensive knowledge of horsemanship. Benjamin, the younger, was born in Adelaide on September 23, 1842. He received a sound English education at Whinham College, but the intellectual tastes which afterwards prompted him to study and seek to apply the principles of political economy were for a time held in abeyance. When his father died he found himself possessed of sufficient income to enter into pastoral and commercial pursuits. He was largely interested in stock-raising for many years on his sheep-station at Moolooloo, in the Far North, and the Cowarie cattle-run. He subsequently resided at Corryton Park, near Mount Crawford, a region which was noted for its magnificent red-gum timbers, and where he bred stud sheep and cattle with much success. It was not in Benjamin Rounsevell's nature to keep aloof from political life, and he entered Parliament as member for the Burra in 1875. After serving the constituency for fifteen years he transferred his affections to Port Adelaide in 1890, but returned

to his first love in 1896, and represented the district for a further decade. Mr. Rounsevell's first Ministerial appointment was that of Treasurer in the Morgan Ministry, which he held until the resignation of the Government in June, 1882. The term, though brief, was long enough for him to acquaint himself with the financial position of South Australia, and to induce such enquiries as afterwards made him an acknowledged leader in debate. When the Bray Ministry, to meet a probable deficiency of £254,000, brought forward taxation proposals in 1883. Mr. Rounsevell was one of the keenest critics and strongest opponents of the scheme. Accordingly, when a change of Ministry took place in the following year, he returned to the Treasury, and the Land and Income Tax measure, which he originated and introduced, and carried through, is one of the principal achievements of the Colton Government. Mr. Rounsevell so firmly established his reputation as a capable financier that he was re-appointed Treasurer in the Playford and Downer Ministry of 1892 and 1893, and was Commissioner of Public Works in the Playford Government of 1890-1892, as well as in the short-lived Solomon Ministry of 1899. While connected with the Public Works, it fell to his lot to obtain Parliamentary sanction for the Happy Valley waterworks scheme. Subsequently to taking up his residence at Glenelg, he was twice elected Mayor of that town, and he has proved himself a valuable citizen outside his legislative and municipal work. He has interested himself in sport, having successfully run both horses and greyhounds; but, while supporting racing, he has made coursing more of a speciality. Mr. Rounsevell has done much to improve the breed of stock and to acclimatize both English animals and plants. He has extensively imported cattle, sheep, pointers, greyhounds, setters, hares, pheasants, partridges, English and Indian game fowls, dorkings, and Indian runner ducks. Some of these he was the first to introduce, and from Corryton Park, as a centre, the English herbage, including ribgrass, or lamb's-tongue, has spread over the hills far and wide. Mr. Rounsevell married in 1864, Louisa Anne, eldest daughter of the late Mr. Samuel Carvosso, who was a well-known resident of Adelaide in

the early days, and bore a name that is prominent in Cornish annals. His residence at Glenelg is "Tremere," the Cornish name for a place by the sea.

WILLIAM GILBERT, who represented Yatala District in the House of Assembly for twenty-seven consecutive years, was born at Aylesbury, Buckinghamshire, England, in the year 1820. As a youth he entered his father's engineering and machinery business in his native town, and subsequently established himself in that line, carrying on in a fairly large way for a lengthy period. In 1869 Mr. Gilbert came to South Australia, and shortly afterwards engaged in business in Adelaide. In 1881 he was elected to the House of Assembly for Yatala, being returned at all succeeding elections until 1906. During this long period Mr. Gilbert has on more than one occasion been invited to accept a portfolio. This responsibility he has always declined; but his business qualities and excellent common sense made him a valuable member of a large number of Royal Commissions and Committees, upon which he sat at different times. He was Chairman of the Country Party in the Assembly for some years. In 1894 he was successful in carrying a motion for the removal of the Royal Agricultural Society to the new Exhibition and grounds, and, in 1883, one for the repeal of the Totalizator Act. Three years later another Totalizator Bill was introduced and carried. Early in his career in South Australia Mr. Gilbert sat for one term as a member of the Adelaide City Council (1878). For ten years he was a member of the Destitute Board, and of the Hospital Board; and for the same period a trustee of the Savings Bank. He has been for a very long period associated with the Chambers of Commerce and Manufactures, and has been a member of the Committees of both institutions. He was President for three years of the Royal Agricultural and Horticultural Society, President and Treasurer of the Young Men's Christian Association, and a Vice-President of the South Australian Cricket Association from its inception. He also acts on the Committees of the Children's Hospital, City Mission, Aborigines' Mission, and Royal Institution for the Blind, and is a trustee of the North Adelaide Institute. He resides at Fitzroy Terrace, Prospect.

The Honourable **ALFRED CATT** was born at Newington, near Sittingbourne, Kent, in 1833. In 1849 he came to South Australia and devoted himself to agricultural pursuits in the districts of Balhannah and Strathalbyn for a period of ten years. His interest in public affairs soon began to make itself felt, and as his abilities became recognized he was elected to a seat in the Strathalbyn District Council, and subsequently to the Mayoral chair. In these offices, and later as Chairman of the Gladstone District Council, Mr. Catt displayed considerable legislative ability, and in 1881, at the request of the electors of Stanley, he became a candidate for their representation in the House of Assembly, being returned in conjunction with the Hon. J. H. Howe. He retained this seat till 1884, when the reconstruction of electorates took place, and upon the incorporation of a large part of his old constituency into that of Gladstone he successfully contested the seat for that district, which seat he held until 1902, when, under the amended Constitution, the electorate resumed the name of Stanley, and Mr. Catt was returned as representative for the new district at the ensuing elections, and again in 1905. His Ministerial responsibilities began when his membership was but a month old, and the manner in which he discharged the important duties per-



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HON. ALFRED CATT.

taining to the portfolio of Crown Lands confirmed the high opinion already formed of his administrative power. His second portfolio was

that of Public Works, under the Hon. T. Playford, from June, 1887, to June, 1889, and it was during this time that the title of "Honourable" was bestowed upon him. Three years later he was elected Chairman of Committees of the House of Assembly by a unanimous vote. Mr. Catt early saw the immense advantage that would accrue to the country by a successful scheme of water conservation and irrigation, and the passing of the Beetaloo water scheme was due in a large measure to his active efforts. The Railways Commissioners Bill was also introduced and practically carried by him when Minister of Public Works. He was Chairman of the Murray Waters Commission, the Barossa Irrigation Commission, and a number of other Commissions, and a member of the Hospital Board for some years. Mr. Catt has interested himself in the affairs of the local centres with which he has been connected, was President of the Gladstone and Strathalbyn Institutes, Superintendent of Sunday-schools in connection with the Methodist Churches in these and other places, including Pirie Street, Adelaide, and Parkside, Lieutenant of the Strathalbyn Volunteer Force, Captain of the Gladstone Corps and of Reserve Force, thus showing himself a man of many sides, and carrying his earnest and kindly spirit into all the various departments of life.

SIMPSON NEWLAND, station property owner, now retired, author of "Paving the Way," "Blood Tracks in the Bush," "The Land Grant Railway across Central Australia," short stories, political pamphlets, etc., was born at Hanley, Staffordshire, England, on November 2, 1835, and is a son of the late Rev. Ridgway William Newland, Congregational Minister (who brought from England a party of immigrants and settled at Encounter Bay in 1839), and Martha Newland (*née* Kealing). He was educated by private tuition, principally by his mother, who was a very learned lady. In early life he followed agricultural and pastoral pursuits on his father's property. When twenty years of age his inclination turned towards the pastoral industry, and leaving his father's station he went overland to New South Wales, a journey fraught with danger and difficulty, in order to drive cattle from the Goulburn pastures to

South Australia. He made several trips of this kind, travelling about 1,000 miles each trip with a herd of, usually, 600 cattle. Later on he took up a large area of country on the River Darling, in the west of New South Wales, in conjunction with Messrs. H. Field and A. Hay, and began the life of a squatter. This held him for twenty years. Among various vicissitudes, the station on the whole proved profitable, and after about fifteen years' residence there all told he returned to his native State, and took up his career in Adelaide. Parliamentary life attracted him, and in 1881 he became a member in the House of Assembly for the district in which he had spent his youth, viz., Encounter Bay, and was returned on two suc-



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MR. SIMPSON NEWLAND

cessive elections. In Sir John Downer's first Ministry he held the portfolio of Treasurer, and filled the position with credit for twelve months. From 1895 to 1900 he was President of the South Australian Branch of the Royal Geographical Society, and, in 1904, of the River Murray League. He took a great interest in the Northern Territory, carrying a motion in the House for the appointment of a Committee of which he was Chairman, and went to the Northern Territory, traversing the MacDonnell Ranges. That Committee reported favourably on the construction of a line on the land-grant system. Mr. Newland's special forte was his political pamphlets—a good speaker, he was a

better writer. In 1889 he visited England, and again in 1893, to make arrangements for the publication of his first novel, "Paving the Way," which was remarkably well received both in the old world and in the new. In 1905 he paid another visit to England. Mr. Newland now lives in comparative retirement at his residence, "Undelcarra," Burnside. He was married in September, 1872, to Jane Isabella, daughter of Mr. W. E. Layton, of Sydney, and has a family of five sons—Dr. Henry Newland, in practice on North Terrace, Adelaide; Mr. E. M. Newland, of Young and Newland, solicitors, Currie Street, Adelaide; Mr. Victor Mark Newland, who was a member of the Second South Australian Contingent, and took part in the Boer War, obtaining a Distinguished Service Medal, and, when peace was restored, entered upon a commercial life in Central Africa; Dr. Clive Newland, practising at Morphettville, South Australia (who, like his brother, took his degree in England); and Mr. Ralph D. Newland, a mining engineer, who recently returned from South Africa.

Sir JOHN ALEXANDER COCKBURN, K.C.M.G., M.D., is of Scottish descent, having been born at Corsbie, in the Lammermuirs, in 1850. In his youth he attended Chomeley School, Highgate, London, and subsequently studied medicine at King's College in the same city. At the age of twenty-three he took his M.B. degree at the University of London, and a year later gained the gold medal in the medical course at that institution. In the following year he arrived in South Australia, settling in Jamestown, where he entered upon the practice of his profession. The young doctor speedily became popular, and was chosen as first Mayor of the town, which office he held no less than four times in succession, his term of service in that capacity extending over three and a half years. He exercised his municipal power to bring about the laying out of plantations of trees around the town, which add greatly to its attraction as a place of residence. In 1881 he was appointed a Commissioner of the North Midland Road Board, and became a member of the Volunteer Force, acting as Vice-President of the Rifle

Volunteers and Captain of the local company. Dr. Cockburn subsequently turned his attention to politics, and in 1884 was returned to the House of Assembly by the Burra constituency, heading the poll on that occasion. In his motion for the



SIR JOHN A. COCKBURN.

adoption of the Address in Reply, he acquitted himself ably, displaying marked ability, and winning most favourable predictions for his future career. It soon became evident that the new member was master of "a copious and cultured eloquence," which, directed into the channel of strenuous advocacy of the Bill for Payment of Members, contributed largely to the ultimate success of that important legislative movement. In 1885 Dr. Cockburn was appointed Minister of Education and Agriculture in the Downer Cabinet, and while holding this position became responsible for various important progressive measures, including the Parcels Post and Postal Notes Regulations. In 1887 he was defeated in the contest for the Burra suffrages, but almost immediately was elected at the head of the poll for Mount Barker, which constituency he continued to represent until 1898, when he received the appointment of Agent-General for South Australia in London. In June, 1889, he carried a want-of-confidence motion against the then Premier, the Hon. Thomas Playford, and assumed the reins of government, holding the Premiership for fourteen months. In the Kingston Government of

1893 Dr. Cockburn was again placed in charge of the Education Department, and in 1897 he was chosen as one of the ten representatives of the central State at the Federal Conference, which opened in Melbourne, and which led to the framing of the Australian Commonwealth Bill. In 1898 he became Agent-General for the Province, which post he retained until 1901. During this period, as throughout his whole career, Dr. Cockburn attended numerous congresses and conferences as official representative; he has acted as Chairman of many educational and public institutions; is Director of the English, Scottish, and Australian Bank, the Mount Lyell Mining and Railway Company, and of the Central Insurance Company. He is the author of a number of articles on Colonial and Imperial topics. Dr. Cockburn received the title of "Honourable" in 1890, K.C.M.G. in 1900, and Knight of Grace of the Order of St. John of Jerusalem, a year later. His Clubs are the Adelaide, Australasian, and Compatriot; and he finds recreation in cycling, photography, archæology, and bookbinding. In 1875 Sir John Cockburn married Sarah, daughter of the Hon. Forbes Scott Brown, of Longformacus, Berwickshire, England, and has one son and one daughter. His address is 10, Gatestone Road, Upper Norwood, London.

The late ALBERT HENRY LANDSEER, M.P., was born in London in 1829, being the only son of the late Mr. Henry Landseer, who saw active service in the Peninsular wars, and first cousin to the late Sir Edwin Landseer, the celebrated animal painter. The subject of this memoir had himself artistic faculty, and in early life studied for a few years under Johnson, the well-known sculptor of New Road, London. This profession he abandoned while yet in his teens, and decided to try his fortune in South Australia, a colony at that time attracting considerable attention in the old world. He accordingly emigrated in 1848, and established himself in business as a contractor, carrying on very successfully for some time, until the rush to the newly-discovered goldfields disorganized commercial life in the southern State, when he joined the crowd of treasure-seekers and was one of the first prospectors to arrive at the Forest Creek Field.

His venture was crowned with success, and within a short time he returned to Adelaide, subsequently visiting several of the other Victorian goldfields before he ultimately abandoned the life of a gold-digger in 1858. In that year he opened a mercantile business at Port Elliot, but had his attention shortly afterwards turned to the possibilities of the Murray River trade, then in its infancy, and he accepted a position as agent for Captain Cadell for some years. He then established the well-known agency and shipping business which bears his name, with large woolsheds and offices at Goolwa and Port Victor, in addition to its headquarters at Milang. These were prosperous times for the river grain and wool trade, and a vast amount of merchandise passed annually through his hands; he became owner of a number of river steamers and barges, and also owned large flour-mills at Milang. Among the many vicissitudes of the trade, which reached its zenith some fifteen or twenty years ago, Mr. Landseer's enterprise gradually attained its present dimensions, with branches and agencies all over the State. Mr. Landseer first entered political life as senior member in the House of Assembly for the Mount Barker constituency, and he represented this district continuously for twenty-two years, earning by his kindly spirit, courteous address, and venerable ap-



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MR. A. H. LANDSEER.

pearance the affectionate title of "Father of the House." No one was more respected by his colleagues (who included Mr. W

A. E. West-Erskine, the Hon. J. G. Ramsay, Mr. F. W. Stokes, Sir J. L. Stirling, M.L.C., and Sir John Cockburn), and by all parties than Mr. Landseer, who was always a fearless advocate of what he considered right, and an equally uncompromising opponent of measures that called forth his disapproval. His death occurred on August 27, 1906.

LAWRENCE GRAYSON, Manager of the Union Engineering Company, Limited, North Terrace, Adelaide, was born in Charlton-on-Medlock, Manchester, in 1839, and received his education at an Academy off Stratford Road, Manchester. On the completion of his scholastic career he was apprenticed to the engineering trade with the firm of Sir W. Fairbairn. In 1859 he left England for South Australia, arriving in October of the same year. Shortly after his arrival in this State he received an appointment from the Government in the Locomotive Department of the Railways, where he remained for upwards of 21 years, being promoted during that time to the position of leading foreman of the works. Mr. Grayson retired from the service, joining the Union Engineering Company, and taking the position of manager, which he has now filled for twenty-two years. He has been a President and Secretary of the Amalgamated Society of Engineers. He is a member of the Executive Committee, and was for two years President of the Chamber of Manufactures. Mr. Grayson was one of the originators of the Eight Hours movement in connection with the iron trade, which was achieved without discord, and an active member of the Tariff Revision Society. He has taken a great interest in ecclesiastical affairs, and has been Deacon and Secretary of the Stow Memorial Church, and over thirty years Superintendent of the Halifax Street Congregational Sunday-school, which position he still holds. Mr. Grayson has on several occasions lectured before the Chamber of Manufactures, and one address on the subject of boiler explosions was so highly thought of by that body that it was published. In 1884 he was returned to Parliament as a representative for West Adelaide with Mr. C. C. Kingston, and immediately became noted for

his speeches on practical subjects with which he was well acquainted. During his six years' term in Parliament Mr. Grayson was a consistent supporter of progressive legislation, and strongly advocated the passing of Bills for the development of mining, water conservation, homestead blocks, progressive land tax, and the Eight Hours Bill. He held the portfolio of Commissioner of Public Works in Sir John Downer's Administration, and while in Parliament was engaged on numerous Commissions. Mr. Grayson is a member of the Board of Governors of the Public Library, Museum, and Institute, of which he is now one of the oldest members, and is also on the Council of the School of Mines. Mr. Grayson, who is a Past Chief Ranger of the Foresters'



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MR. LAWRENCE GRAYSON.

Friendly Society, Past Grand Master of Oddfellows, M.U., was married in 1864 to Mary Anne, a daughter of the late Mr. Joseph Shakespeare, an engineer, of Adelaide, and has a family of seven children—four sons and three daughters.

The Honourable **JOHN GREELEY JENKINS**, Agent-General for South Australia in London, was born at Susquehanna, Pennsylvania, on September 8, 1851. At the conclusion of his education he became associated with the office of a large publishing house. In this connection he eventually arrived in Adelaide, South Australia, in April,

1878, where, severing his relation with the American concern, he very soon established a business on his own account. He subsequently started auctioneering, becoming senior partner in the firm of Jenkins and Gurr, which enjoyed for some time a substantial business. At the general elections of 1887 Mr. Jenkins was elected first on the poll by the District of Sturt for the House of Assembly, a seat which he retained until his departure for London as Agent-General in 1905. In March, 1891, he was appointed Minister of Education in the Playford Administration, and carried through the House a Bill providing for free education. In January, 1892, he took office as Commissioner of Public Works, and discharged the duties of this portfolio until the defeat of the Government by Mr. Holder in June of the same year. In June of 1893 he was appointed Government Whip, but in 1894 took over his former portfolio of Commissioner of Public Works. He became Chief Secretary in the Holder Ministry (1899-1901), and was Premier and Chief Secretary from 1901 to 1905. In the latter year he proceeded to London to fill the post of Agent-General for the State, which he still retains. Among other public movements initiated by Mr. Jenkins are the Happy Valley waterworks, the enthusiastic military movement which resulted in sending four successive contingents of troops from the province to aid the British arms in the struggle with the Boers, and as a private member he was responsible for the introduction of the Extension of the Hours of Voting Bill. He was gazetted "Honourable" in 1900. Mr. Jenkins took an active part in the establishment of the South Australian Constitution of Freemasons.

LEWIS COHEN, ex-member of the House of Assembly, is a native of Liverpool, England, where he was born on December 23, 1849. His father, the late Henry Cohen, arrived in Australia in 1852, establishing himself in business in New South Wales, where he was for many years a member of the firm of Cohen Bros. & Company, Sydney, in which city the subject of this notice received his early education, completing his studies at Edmonton, near London. On returning to Sydney he entered his father's office, but after some twelve months proceeded to the Fiji Islands, where

he settled down in business as a general merchant at Levuka. This was in 1870; and a year later, when a system of municipal government was brought into existence, Mr. Cohen was chosen as one of the councillors of Levuka, retaining



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MR. LEWIS COHEN.

that position for some five years. In 1876 he returned to Australia, and decided to enter into financial pursuits at Adelaide, and since that time has been identified with the public life of South Australia as an alderman of the City of Adelaide and as a member of the House of Assembly. Mr. Cohen was elected as a member of the City Council, representing MacDonnell Ward, in 1886, and for five years occupied the Mayoral Chair. In 1887 he was returned to the House of Assembly representing North Adelaide, and retained his seat till 1893, when he retired. On the retirement of the Hon. J. H. Howe from the Cockburn Administration, Mr. Cohen was offered a portfolio, but owing to pressure of both public and private business he declined the honour. In 1902 he was elected as a member of the House of Assembly representing the City of Adelaide, and was Deputy-Leader of the Opposition during the sessions of 1905-6, resigning that position in July of the latter year. Mr. Cohen is a member of the Masonic fraternity, an Oddfellow, Buffalo, and Druid, being a Past Grand President of the last-named Society. For many years he was President and Treasurer of the Adelaide

Hebrew Congregation, and was a member of the Lunatic Asylum Board of South Australia for 15 years. Mr. Cohen was married in 1872 to Selina, a daughter of the late Mark Marks, of Melbourne, and has a family of three sons and two daughters.

THOMAS HENRY BROOKER, Minister of Education and Industry in the Jenkins Administration, was born at Kensington, London, in December, 1850, and came with his parents to South Australia in 1854. The subject of this notice gathered his education at a school in Hindmarsh, the principal being Mr. H. Davison, under whose masterly tuition he made rapid headway. On completing his studies, Mr.



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MR. T. H. BROOKER.

Brooker became employed at Mr. Hardy's Bankside vineyard, where he filled in fifteen years of faithful effort. Mr. Brooker subsequently relinquished his business as salesman, and in November, 1903, was appointed manager of the new market, situated on East Terrace, south of Rundle Street. For a considerable period Mr. Brooker was closely identified with the Hindmarsh District, and was a Councillor for several years, during which time he was for a term Mayor of the municipality. From 1890 he represented the electorate of West Torrens in the House of Assembly, and when the redistribution of seats took place under the altered Constitution he was returned as member

for the new District of Port Adelaide, but at the end of the term did not seek re-election. Mr. Brooker then sought the suffrages of the electors in the Central District for the Legislative Council, but was unsuccessful. During his term in the Assembly he acted as Government Whip for the Kingston and Holder Governments, and held the portfolio of Minister of Education and Industry in the Jenkins Government for ten months, at the end of which time the new Constitution reducing the number of members came into force. Mr. Brooker is a member of the M.U.I.O.O.F., and is a Past Noble Grand Officer of the order. He has been Chairman of the Board of Governors of the Botanic Gardens for the past nine years, and takes an active interest in horticulture and floriculture.

The Honourable **RICHARD WITTY FOSTER**, ex-member of the House of Assembly of South Australia, was born in Yorkshire, England, in the year 1856. Upon the completion of his studies he was engaged for some years in the softgoods trade in London, coming to South Australia in 1880. With the intention of entering the ministry, he spent three years in study as a probationer for the Wesleyan Church, but subsequently relinquished this



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HON. R. W. FOSTER.

purpose and went to Quorn, where he was engaged in business pursuits. Here he married a daughter of Mr. T. Lees, a storekeeper and farmer

of substantial standing in the town, was taken into partnership by his father-in-law, and after a few years became sole proprietor of the business. At the present time (1907) Mr. Foster, in addition to conducting an extensive business at Quorn, devotes a considerable portion of his time to agriculture in the North, and has also big interests in the newly-settled Pinnaroo country. Mr. Foster manifested, from the first, an active interest in the public affairs of Quorn, and was a member for many years of the local Council, occupying the Mayoral chair for three consecutive terms. He was Chairman of the School Board of Advice for several years, and identified himself with the agricultural associations of the district. In 1893 he came forward as a candidate for the suffrages of Newcastle in the House of Assembly, was elected, and upon two successive occasions (in 1896 and 1899) was returned at the head of the poll. When the Kingston Ministry resigned in 1899, Mr. Holder selected Mr. Foster to take charge of the portfolio of Public Works, the duties of which office he discharged with highly satisfactory results. Mr. Foster has lent his strength chiefly to land legislation. The improvement of the position of the farmers and graziers is a cause very near to his heart, and during the drought of 1896 and following years he used all his influence towards the relief of the sufferers, and amelioration of their misfortune by the distribution of seed wheat, etc. He also went to considerable trouble to secure commonage for graziers at a nominal price, where feed was more plentiful, so as to save their stock, whereby 7,000 horses were sent to Oodnadatta during the most severe portion of the drought and returned to their owners in fair condition when the time of stress was over. In March, 1905, Mr. Foster was appointed Commissioner of Public Works and Minister of Agriculture in the Butler Administration, and held office until the defeat of the Ministry a few months later. For several years he has been a Governor of the Public Library, Art Gallery, and Museum of Adelaide. Mr. Foster was generally recognized to be "a man of strength in debate and of good business acumen," and he worthily upheld the dignity of his responsible position.

The late WALTER HUGHES DUNCAN, who represented the

Murray District in the House of Assembly, was born at Anstruther, Fifeshire, Scotland, in 1848, and was a son of the late Captain Duncan, of Wallaroo. He and his brother, now the Honourable J. J. Duncan, came to South Australia with their parents in 1854. Mr. Duncan was educated at St. Peter's College, subsequently proceeding to the University of Cambridge. Two years later he returned to South Australia, and immediately entered into pastoral pursuits. In 1871, he took charge of a station in the North-East, by name "Oulnina" — a property consisting of 800 square miles. This he subsequently became the lessee of, and was so up to the time of his death. The late Mr. Duncan, in conjunction with his brother, also selected



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MR. WALTER HUGHES DUNCAN.

a large cattle run in the Far North, but that venture was subsequently relinquished. He was also the possessor of a farming property near Saddleworth, in which district he resided for eight years, taking a lively interest in public affairs pertaining to the locality. Mr. Duncan was for five years a Chairman of the Waterloo District Council. Of late years he resided at Stirling West, in the Onkaparinga District, and it was this District (now included in the Murray) the late gentleman represented in the House of Assembly. It was in April, 1896, that Mr. Duncan first presented himself as a candidate for Parliamentary honours, and was returned at the head of the poll for Onkaparinga. At

the general election held in 1899 he again secured that coveted position. He was elected again in 1902 for the enlarged District of Murray. In 1905 he was again returned at the head of the poll for the same District. He was a Director of the Wallaroo and Moonta Mining and Smelting Company, Ltd. With his advent into the political arena Mr. Duncan brought to bear much useful knowledge on pastoral matters—a subject with which he naturally was well acquainted. In the inspection of his various properties it was necessary for the late Mr. Duncan to traverse a considerable area of country, and his face was a familiar one throughout the settled districts in the North-East. Although Mr. Duncan did not take a prominent part in politics, he was a regular attendant at the House of Assembly, and was a splendid District representative. From the time of his entry into Parliament he held the respect of his *confrères*, and few members attained to greater popularity. His genial manner and unflinching courtesy resulted in his being a great favourite both in and out of the Legislature. Mr. Duncan died suddenly on May 12, on board the R.M.S. "Ormuz," when nearing Colombo on his return from a trip to England, and was buried at sea. It is somewhat remarkable that three South Australian legislators have now met their death at sea in that vicinity, the others being Sir George Kingston and Sir J. C. Bray.

The late WILLIAM PATRICK CUMMINS, who represented the District of Stanley in the House of Assembly, was an agriculturist all his life. He was born at Virginia, about eighteen miles north-east of Adelaide, on April 12, 1855, educated in that town, and brought up in close contact with husbandry in all its forms on his father's property in the immediate neighbourhood. In 1871, when the opening of the Northern areas caused a farming exodus from the South, the family removed to the Broughton area, and settled at (near) Collinsfield. Mr. Cummins continued in association with his father, the late Mr. Richard Cummins, until he was thirty years of age. He then, in partnership with his brother, Mr. J. J. Cummins, entered into grazing and farming operations at Fairview, Hope's Gap, Collinsfield, and con-

tinued in the same occupation until his death. In his own neighbourhood he took an active part in public affairs, before being called upon to represent the district in Parliament. He became a Justice of the Peace, and was for a long period



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MR. W. P. CUMMINS.

a member of the Snowtown District Council. Not only was he a member of the Agricultural Society and Racing Club of Snowtown, but he maintained a close connection with similar associations throughout the district. He was also the first President of the Redhill Branch of the Hibernian Australian Catholic Benefit Society, in which institution he took a great interest. On the death of Mr. P. P. Gillen in 1896 Mr. Cummins was requested to become a candidate for the vacant seat, was duly elected, and retained the confidence of the electors of the District of Stanley until his death, which occurred on March 9, 1907. In 1893 he was married to a daughter of Mr. James Murphy, of Springforde, Beetaloo, and had a family of one son and two daughters.

Street School, Adelaide. In 1866 he commenced his commercial life as a clerk in the counting-house of his father, and when twenty years of age was admitted into partnership, the firm thereafter being known as John Darling & Son, millers, grain and general merchants, which soon became one of the largest concerns of its kind in Australasia, with branches in Victoria, New South Wales, Tasmania, and London. On the retirement of his father from active business life in 1897, Mr. Darling became sole proprietor, still continuing to carry on under the former style of John Darling and Son. He does not entirely confine his operations to the present business, being largely interested in numerous commercial and mining ventures. Mr. Darling has been identified for many years with the



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MR. JOHN DARLING.

Employers' Union of South Australia, of which he is a Past President. He has also been a Director for several years of the Port Adelaide Dock Company, has occupied the Presidential chair of the Shipowners' Association of South Australia, and was President in 1891 and 1899 of the South Australian Chamber of Commerce. He is a Director of the Broken Hill Proprietary Company; Great Boulder Mining Company, Western Australia; Burra Burra Copper Mining Company, South Australia; The National Mutual Life Association of Australasia, Ltd.; and a Director of the Wallaroo Phosphate Works. In April, 1896, Mr. Darling was re-

turned as a representative of East Torrens in the House of Assembly, and on the re-forming of seats in 1902 he was elected as a member for Torrens, holding the seat until 1905. He led the party in opposition for some years until a Coalition Government was formed in 1904. In 1875 he married Jessie, a daughter of Alexander Dowie, of Adelaide, and had a family of four sons and five daughters, of whom three sons and four daughters are living.

JOHN WALLACE SHANNON, who was a member of the House of Assembly of South Australia, representing for six years the electorate of Yorke's Peninsula, and for three years the District of Wallaroo, is the youngest son of the late Abraham Shannon, of Moculta, South Australia, where he was born on April 28, 1862. He received the major portion of his education under Mr. Leonard, B.A., at Angaston. On leaving school he entered upon farming pursuits at the Murray flats, and in 1887 removed to Maitland, Yorke's Peninsula, engaging in farming and auctioneering pursuits, and while there rose to be one of the most influential men in the district. He became associated with public affairs early in life, and was gazetted a Justice of the Peace at the age of twenty-six, and about the



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MR. J. W. SHANNON.

same time was elected to the Yorke's Peninsula District Council, at the first election under the new District Councils Act. After being four

JOHN DARLING, merchant, of Adelaide, and member of the South Australian House of Assembly from 1896 to 1905, is the eldest son of the late John Darling, of whom mention is made elsewhere in these pages, and was born at Edinburgh, Scotland, on January 24, 1852. Coming with his parents to South Australia in 1856, he received his education at the Pulteney

years in the Council, he became Chairman, holding that position for a similar period. Mr. Shannon was prominently associated with the Local Institute Committee for eight years, during which time he frequently held the office of Vice-President. In April, 1896, and again in 1899, he was returned as senior member for Yorke's Peninsula, and on the reclassification of seats he served three years as member for the constituency of Wallaroo. He is a member of the Independent Order of Oddfellows, Manchester Unity, and a member of the Masonic fraternity, his mother Lodge being the Lodge of Harmony, No. 3, S.A.C. Mr. Shannon is a member of the Agricultural Society of South Australia, and a member of the Stock Salesman's Association. In 1905 he entered into partnership with the Honourable Richard Butler, taking over the old-established business of John Paltridge & Co., the firm being now carried on under the title of Messrs. Butler, Shannon, and Company, stock and station agents, Davenport Chambers, Currie Street, Adelaide, with branches at Maitland (where Mr. Shannon is so widely respected and popular), Strathalbyn, Hamley Bridge, and at Blumberg. In purchasing the business of Paltridge & Company the firm took over the bazaar at the end of Currie Street, known as Gilles Arcade, formerly the original theatre of Adelaide, and converted into a horse bazaar. Mr. Shannon was married in 1883 to Grace, daughter of Mr. Solomon Moody, one of South Australia's prominent settlers and farmers, who was born in 1838, and at the present time (1906) is still hale and hearty, and in full possession of all his faculties. Mrs. Shannon

died in May, 1890, and he married again the following year her sister Alice Jane. By his first wife he has a family of two sons and one daughter, and by his second one son and one daughter.

The late JAMES ZIMRI SEL-LÄR, who was one of the representatives for the City of Adelaide in



Duryea,

Adelaide.

MR. J. Z. SEL-LÄR.

the House of Assembly, was born at Vauxhall, London, on November 4, 1830, he being the second son of the late Mr. William Sellär, boot-maker. He arrived at Adelaide during May, 1849, in the emigrant ship, "Steboneagh," and shortly afterwards obtained employment at the Burra Burra Copper Mines, remaining there until the discovery of

gold at Bendigo. He lost no time in proceeding to the scene of the rush, where there were less than one hundred people, and worked mostly at Golden Gully. There he obtained fourteen pounds of gold in a fortnight, at a depth of 5 ft. 6 in., and was altogether very successful as a digger. At the end of about twelve months he returned to Adelaide, and founded the Vauxhall Tea Company, at No. 122, Rundle Street. He carried on this business for forty-four years, retiring in 1897. In 1891 Mr. Sellär was elected for Young Ward in the Adelaide Municipal Council. He contested the election for Young Ward on eleven occasions before being successful, and represented it for fifteen years, being defeated on December 1, 1906. In 1905 he was returned for one of the Adelaide seats in the House of Assembly; and at the extraordinary elections held in October, 1906, he gained 2,400 more votes than at the previous election. Mr. Sellär was a member of the Labour Party, and during his long residence in South Australia took a prominent part in the reform movement, and was an uncompromising opponent of land monopoly. He firmly believed that "the toiler shall yet reap his full earnings, and strife of class come to an end; and law will be simply the expression of the people's collective will, directed solely to the advancement of the best interests of all." He was an active member of the Democratic Club, and gave several interesting lectures before the members of that institution. Shortly after his arrival in 1849 he joined the Stow Memorial Church, and at the time of his death, which occurred in December, 1906, was still an adherent.



Legal and Judicial.

The administration of justice was provided for in the earliest arrangements for founding the Colony of South Australia. Among the offices which were regarded as necessary by the Board of Commissioners were those of Judge and Advocate-General, the latter including also the functions of Crown Solicitor. For the former Sir John William Jeffcott was chosen, and Mr. Charles Mann for the latter. The Judge's salary was fixed at the modest amount of £500 per annum, and that of the Advocate-General at £300. These appointments were made before a single colonist was on the ground, or the site of the settlement decided on.

Judge Jeffcott had not arrived when the "Buffalo" brought Captain Hindmarsh, the new Governor, and the duty which would have devolved upon him was discharged by Mr. Robert Gouger, the Colonial Secretary. What particular right Mr. Gouger had to administer the oaths of office is not very clear, and in his diary he seems to intimate that he took the authority as a matter of course because he was the senior member of Council present. Somebody had to conduct the formality, and he was, certainly, as truly qualified as anyone else.

Mr. Gouger's judicial functions did not end there. Two days after the Proclamation, viz., on December 30, what Mr. Gouger calls a meeting of the Legislature was held, at which two Acts were passed—one establishing Courts of General and Petty Sessions, and another fixing the Qualifications of Jurors. Some Magistrates were also appointed at the same time, among whom, it seems probable, was Mr. Gouger himself. Three days afterwards, on January 2, another Council—or meeting of the Legislature—was held in Mr. Gouger's tent, at which an Act was passed for the Summary Determination of Disputes between Masters and Servants. Other Acts were passed in this prompt and untrammelled fashion which directly affected the judiciary, such as—For Granting Licences for the Sale of Wine, Beer, and Spirituous Liquors, For the Promotion of Good Order in Public-Houses, and For the Establishment of a Court to be Called the Supreme Court of South Australia. The usual plan adopted for announcing any Bill about to be passed was to issue a notice that "the said Bill could be inspected at the office of the Colonial Secretary," and affixing the notice to a tree opposite "Government Hut." This rather crude and hasty legislation, however, did not find much favour in England, and of the foregoing series of measures only the last-named found a permanent place in the Statute-book of South

Australia. It was understood that, being British subjects, the colonists were subject to the laws of the Mother-country, so far as such laws were applicable.

Meanwhile, however, the scales of justice were not long empty or idle. Only about ten days after Governor Hindmarsh had called upon all colonists to respect the laws a dispute arose between two of the settlers. Mr. Robert Gouger has recorded that on January 7, 1837, he was called upon as Magistrate to decide the first case which had arisen in the colony, which was dismissed, with costs. Just a week afterwards he decided two cases of quarrel between master and servant, under the Act passed by the Legislative Council for the Summary Determination of such disputes, and he wrote in his diary that without the enactment "the long process of a civil action would have been required to procure rears. This promises to be a most useful law, and it is highly popular in the Colony."

Sir J. W. Jeffcott arrived in South Australia not long after the Governor, but there is no direct evidence discoverable of his being called upon to exercise his judicial functions for several months. By that time the site of the city had been selected, the survey completed, and the allotments sold. The population was rapidly increasing, and though the emigrants, having been carefully selected, were as a rule peaceful and law-abiding, there were a few black sheep in the flock. On May 13, 1837, seven prisoners were brought before the "Court of General Gaol Delivery" for trial. The Judge followed the time-honoured custom of charging the Grand Jury, and his remarks on the occasion throw an interesting light on the conditions prevailing, both in South Australia and other Australian settlements, at the time.

In the course of his address Sir J. W. Jeffcott said:—"You are aware that in the neighbouring colonies it has been considered inexpedient to concede the full right of trial by jury. The reasons which have been considered as justifying such a restriction elsewhere do not, however, happily, prevail here; and I feel no slight degree of satisfaction in being able to congratulate the free inhabitants of South Australia, not on being admitted to, but in being able to claim as their birthright the full and unrestricted privileges of the British Constitution, amongst which not the least valuable is that which has justly been styled the palladium of English liberty, trial by jury, an institution which, however it may have been occasionally abused (and no human institution is free from imperfection), has been proved

by the experience of ages in our native land to have well deserved that appellation. This valuable institution, in the fullest sense of the term—that is trial by the grand and petit jury—will from this day—the first on which a court is held in this province—be in operation, and I again congratulate you on it.”

Continuing his charge, His Honor added:—“I am sorry to find that the vice of drunkenness, notwithstanding the exertions of the Governor and the authorities to check it, prevails here to an alarming extent. It must, however, be checked amongst our own population, and if the fine of £2, which the Colonial Act directs to be imposed upon every man who is proved to be drunk, be not sufficient, other and still more coercive means must be resorted to.”

The foregoing extracts from Sir J. W. Jeffcott's charge indicate ability, learning, and breadth of view, but, unfortunately for himself and for the infant province, the Judge became a partisan in the disagreement which prevailed and caused so much strife among officials in connection with the site of the capital. Perhaps he could not help being drawn in, for every single individual seems to have held pronounced opinions. The Judge was one of those who thought the coast near Encounter Bay ought to have been chosen, having regard to the proximity of the great lake-system and the Murray as the highway to the interior. It is probable that this impression being in his mind, he was led to take the course which led to the tragic termination of his career and life.

On November 19, 1837, Judge Jeffcott left Adelaide for Kangaroo Island, hoping to find a vessel there in which he might proceed to Van Diemen's Land, but there were no means of continuing his voyage to Launceston from that point. He was advised to go over to Encounter Bay, where the “Gem” was supposed to be, and accordingly took passage in the “South Australian,” which, however, met with a heavy gale and was driven ashore. All on board were saved, but the “Gem” was not at Encounter Bay, and as a detention there for some time was inevitable, he went with others on an exploring expedition to Lake Alexandrina. The party determined to return through the Murray Mouth, hoping to prove the navigability of the channel, but the boat was upset in the treacherous surf, and Judge Jeffcott, with Captain Blenkinsopp and two sailors, was drowned.

Following on this tragedy, which caused universal distress, and necessarily brought about a difficult situation, Governor Hindmarsh, whose ideas of authority seem in many instances to have been imported from the quarter-deck, appointed Mr. Henry Jickling to be Judge, Mr. H. R. Wigley to be Resident Magistrate, and Mr. Johnson to be Clerk of the Court. According to Mr. Gouger, who received his information from Mr. Charles Mann, all these appointments were made without con-

sulting the Council. Mr. Mann had resigned his office of Advocate-General in consequence of what are mildly characterized as differences of opinion between himself and the Judge and Governor on essential points. He went to Hobart Town to obtain advice on these matters, and Mr. G. Stephen was appointed in his place, without the Council being even informed of the intention.

Mr. Jickling was relieved from his duties as Judge when the duly-appointed successor to Sir J. W. Jeffcott appeared on the scene, but for many years continued his connection with the judiciary of South Australia, though in a subordinate position.

Mr. Wigley had received a legal training, having been admitted as solicitor in the High Court of Chancery in 1818, and as Attorney of the King's Bench and Exchequer on April 15 of the same year. His appointment as Public Prosecutor was on the same date as that of Mr. Jickling as Judge, and for a time his duties as Resident Magistrate included those of Police Magistrate. As the population of the colony increased, so did the business of the Court, until its different branches had to be divided. Mr. Wigley was the first Commissioner of Insolvency and Presiding Magistrate in the Local Court, the duties of which office he discharged with great ability until March, 1856, when he retired. At the close of his official career he received a highly complimentary letter from the Governor, testifying to the efficient and impartial manner in which he had performed the duties of his several offices, and other assurance of a similar kind. Mr. Wigley was born in 1794, and died at Grunthal, October 19, 1876, at the age of eighty-two years.

Mr. Charles Mann, father of the Hon. Charles Mann, who was for many years one of the most prominent lawyers and politicians of South Australia, received legal training and experience in England, and came to the colony as its first Advocate-General when he was 37 years of age. Being unable to agree with Governor Hindmarsh, he took refuge in resignation, and went to Tasmania for a while. After the Governor had been recalled, he returned to South Australia, and in 1844 was appointed Master of the Supreme Court. Five years afterwards he was made Acting-Judge, and subsequently held several offices, including those of Crown Solicitor, Police Magistrate, Stipendiary Magistrate, and Commissioner of the Insolvency Court. Mr. Mann was an able and useful citizen, strongly interested in the welfare of the country which he had made his home, and a voluminous contributor to the public Press on matters concerning the welfare of the community. He retained the office of Commissioner of Insolvency till his death, which took place on May 24, 1860.

The dislocation of the judicial machinery which took place in consequence of the catastrophe at the Murray mouth, and the irregularities that followed, came to an end when Sir J. W. Jeffcott's successor arrived, the

temporary arrangements having continued about thirteen months. During the sixty-six years that have elapsed since that time there have been only three Chief Justices on the Bench of the Supreme Court. The duties of the judiciary have, of course, increased with the growth of the population. The business of the Courts has had to be divided and sub-divided, Second and Third Judges have been appointed, new and more suitable premises were necessarily erected from time to time, and in the transaction of business many modifications of processes have been introduced. In general, the objects of such alterations have been the simplification of procedure, the speedier disposal of suits, and the diminution of the costliness of litigation. Throughout the entire period the best traditions of the British Bench have been scrupulously maintained. To expect that the

any such Court of General Sessions shall be by an information in the name of Her Majesty's Advocate-General." The ordinance was disallowed, but, to quote Mr. Rusden, in "The History of Australia," "the local authorities persevered. In 1843 they pushed aside, without abolishing, grand juries, by an ordinance . . . which averred that 'no person shall be put on trial . . . unless the bill shall first have been presented to a grand jury on the prosecution of Her Majesty's Attorney or Advocate-General, and shall have been returned by them a true bill; reserving always, nevertheless, to Her Majesty's Attorney, or Advocate-General, the right of filing informations *ex officio*, and to the Supreme Court the right of permitting informations to be filed.'" In this ingenious way the grand jury was practically superseded, and rendered unnecessary, without the formality of



Photo by H. Krischoek.

SUPREME COURT, ADELAIDE.

popular verdict would always endorse a Judge's dictum would be asking more than is reasonable, but to say that the public has always felt entire confidence in the impartiality, fearlessness, and strict integrity of its Judges is no exaggeration. To have inspired such a sentiment, and maintained it absolutely unbroken for so long a period, is in itself a magnificent tribute to the ability and fidelity with which justice has been administered.

One of the most important changes in the judicial system was the abolition of grand juries, which took place in 1852. An abortive attempt to do this had been made when Sir George Grey was Governor, by an enactment that—"In order to dispense with the attendance of the grand jury, and otherwise to expedite the business of sessions of the peace, all criminal proceedings before

being condemned. Mr. Rusden proceeds:—"This ordinance was allowed; and the path being smoothed, the work of repudiating a great social duty was consummated in 1852 by another . . . which declared that 'from and after the passing of this Act no person shall be summoned or liable to serve on any grand jury,' repealed the section of the Ordinance of 1843 above cited, and made presentment 'in the name and by the authority of' a prosecuting officer sufficient when the lives of Her Majesty's subjects were imperilled. The motive of departmental convenience was thus allowed to prevail, although some colonists were of opinion that the grand jury system had worked well." Mr. Rusden's intimations that departmental convenience was alone responsible for sinking this modification, that it was the repudiation of a great social duty, and the lives of Her Majes-

ty's subjects were imperilled thereby, might be challenged; but at this distance of time it is not worth while discussing the pros and cons of a dead question.

The establishment of Circuit Courts took place at a much later period, and may largely be attributed to the interest taken in the question by His Honor Chief Justice Way. It is obviously more economical, both of time and money, for the apparatus of the Court to be transferred to such places as Port Augusta and Mount Gambier, than for prisoners and their guards, or litigants in civil cases, with possibly a number of witnesses in each case, to travel so many hundreds of miles going and returning. The arrangement has worked well.

CONCILIATION AND ARBITRATION.

A Conciliation and Arbitration Act was passed in 1894, which came into operation on January 1, 1895, but there has not been either great need for or much use made of its provisions. Mr. Justice Bunday was appointed President, and the members of the State Board of Conciliation were also appointed. Not long afterwards the Board investigated an industrial dispute between Mr. Alexander Dowie and certain of his employés (tanners and curriers), but the case had an impotent—almost ludicrous—termination. Mr. Dowie dismissed all his employés, and then successfully contended that as there were no relations there could be no dispute between him and them.

In 1896 Mr. Justice Bunday resigned the position of President, and Mr. Commissioner Russell (Commissioner of Insolvency, etc.), was appointed President in his stead. Seven years afterwards, in 1903, Mr. Russell furnished a report to the Minister of Trade and Customs for the Commonwealth, which stated (*inter alia*) that no Union or Association had then been registered under the Act. The President had enquired into the nature and extent of every industrial dispute which had arisen in South Australia during his tenure of office with a view of ascertaining whether or not the disputes should be investigated by the State Board. In each instance he had come to the conclusion, either that the dispute was so small in extent that the aid of the Board was undesirable in the public interests, or that, having special regard to the fact that neither the employers nor employés were registered under the Act, the machinery of the Board could not be beneficially employed for ending the dispute. He therefore concluded that the better plan was for him to exercise his power as President for reconciling the parties.

In this connection Mr. Commissioner Russell further reported that he had been influenced by the following facts:—(a) While the employers were banded together for the purpose of resisting compulsory proceedings by the Board, they always showed a willingness and even desire to meet the President and assist him in his investigation with a view to reconciliation; (b) while the em-

ployés exhibited a greater willingness for the Board to enquire into a dispute after it had arisen, they had no greater claim on its services than the employers, because not one of their Unions had assisted to effectuate the purposes of the Act by applying for registration under it; (c) it was a question whether the Board which was created for the purpose of ending industrial troubles should assume the difficult position of becoming prosecutor and judge so far as one of the parties was concerned, or whether the alternative course of trying to conciliate the parties should be adopted; (d) if compulsion were successfully adopted the report of the Board could not be enforced against either party. For these, among other reasons, the Board had not been called upon to intervene.

Six strikes or industrial disputes had been investigated by the President, and in all cases he believed that the steps taken by him enabled the parties to better understand the real nature of the matters in dispute between them, and furthered the cause of conciliation. Three of these disputes were finally settled by the parties themselves, another ended disastrously for the employés because the general body of the men refused to accept the terms of settlement offered, and in the fifth case both sides agreed to accept the arbitration of the President, which ended the strike, and continued to operate afterwards. The most notable settlement effected by the voluntary intervention of the President was that of the seamen's strike in 1902. The dispute was widespread, involved interests outside South Australia, and the parties were not in a conciliatory frame of mind. Yet the President convinced both parties that a settlement was possible, and an agreement was entered into which not only ended the strike, but laid a foundation for preventing further disputes, by requiring both parties to give ample notice of any desire for alteration.

On the whole, therefore, it may be claimed that the South Australian Act, and the application of some of its provisions, has been of substantial advantage in the maintenance of industrial peace, even though its machinery has not been largely employed.

LOCAL COURTS, ETC.

Insolvency Courts are established, not only in Adelaide, but also in the country towns of Gladstone, Moonta, Mount Gambier, and Port Augusta, where they are presided over by Special Magistrates. The same purpose of saving expense and inconvenience to litigants which operated in the establishment of Circuit Courts has been acted on in this case. There are Local Courts of both limited and full jurisdiction in a large number of the provincial towns, in which Special Magistrates are assisted by the local Justices of the Peace. The Full Court is constituted in each case, so that cases may be heard and determined in a summary way before a Judge of the Supreme Court, with or without a jury, or by and

before a Special Magistrate and two Justices of the Peace, or a Special Magistrate and jury. The Limited Court is constituted of a Special Magistrate alone or two Justices of the Peace without a Special Magistrate. The Full Court has jurisdiction in all personal actions up to £490, and the Limited Court in like actions up to £20.

In the judiciary of the country, especially in minor actions, Justices of the Peace play a very important part. One of the earliest acts of the Executive after the founding of the colony was the appointment of several Magistrates. While the specific duty of the large body of honorary public officers subsequently commissioned, whose chief rewards are the public respect they gain and the title of J.P., by which they are distinguished, is to keep the King's peace among their fellow-citizens, numerous Acts of Parliament have conferred upon them jurisdiction to try a variety of matters, and so brought judicial functions within the range of their commission. They have recognized the necessity of being suitably equipped for the discharge of their duties, and with this object in view various methods have been adopted. Bulky volumes have been compiled, such as "The Justices' Manual" and "The Magistrates' Guide," and smaller publications also, of which the latest is "The Magistrates' Pocket Help," by Mr. H. D. Gell. A "Justices' Guide" has also recently been published, which is largely a revision of the previous guide, including reference to laws which had been omitted.

A few years ago a Justices' Association was formed, of which the eighth annual meeting was held in September, 1906. This organization provides a meeting-place for Justices of the Peace, where there is a library of works bearing on the duties of their position. A periodical entitled *The Honorary Magistrate* is conducted under its auspices and a number of addresses and lectures on matters of special interest has been delivered. At the meeting in 1906 it was reported that the number of names on the roll of membership was 662. In the course of the same meeting, the retiring President, Mr. L. P. Lawrence, proposed to add to the objects of the Association—"To establish bursaries and scholarships at the Adelaide University or incorporated colleges, available for the education of the members of the Association," which, after discussion, was deferred for further consideration.

A Local Court of Appeal was established by an Ordinance passed in 1837. It consisted of the Governor and the Executive Council, with the exception of the Advocate-General and Crown Solicitor. An appeal on points of law from the Supreme Court to this was permitted when the matter at issue amounted to £100. When representative institutions were introduced into South Australia this Court of Appeal was perpetuated, "the Attorney-General or Advocate-General, and the Crown Solicitor" not being allowed to sit upon it, and

subsequently the limitation of a hundred pounds was removed. Though the Court continues in existence, its services are never called into requisition. There is, subject to certain regulations and restrictions, a right of appeal to the High Court of the Commonwealth and to the Judicial Committee of the Privy Council.

The marriage laws of South Australia are simple and effective. Ministers of religion, being registered, are authorized to issue licences and solemnize marriages, and the services of local registrars are comparatively seldom called into requisition. There is no separate Divorce Court, the Supreme Court, as such, has jurisdiction in divorce and matrimonial causes.

CHILDREN'S COURTS.

The State Children's Department has won for itself honourable distinction by its adoption of commonsense and humane methods in dealing with the waifs and strays that come under its care, and in this connection by the provision that is made for the treatment of juvenile criminals. Miss Spence, referring to the subject, says:—"As South Australia was the pioneer in the substitution of home life for institutional life, through the cheerful voluntary aid of visitors and an organizing committee, it kept in the forefront when additional powers and opportunities were given, for these things involved greater responsibilities."

The first suggestion emanated from Miss Clark, who handed in to the Destitute Commission a letter she had received, describing the administration of the probation system in Boston, U.S.A. In this communication it was stated that after adult cases were disposed of, the Court was cleared, and re-opened for the trial of juvenile offenders. This report took strong hold on the minds of some members of the Commission, who saw the advantage to children of being removed from the company and associations of the Police Court, which often tend to demoralization. At first work was begun on permissive lines. In April, 1890, a room was set apart on the premises of the State Children's Department as a Court, another room being used as a place of detention. An improvement was made on the Boston system, for the Children's Court was held two streets away from the Police Court. As a matter of favour the Police Magistrate or two Justices of the Peace attended to try the cases, and only the parents and witnesses were allowed to be present.

This was the practice for several years, but in 1896 an Act was passed providing that all young people of both sexes under eighteen must be tried at the State Children's Central Office, and the effect is that they are kept away from the contaminating influences of the Police Court, and the evil association with older criminals to which they would otherwise be exposed. Miss Spence remarks:—"It stands to reason and commonsense that if you can keep a young offender out of the Police Court, as well as out of the police cell and gaol,

we may check in the bud an enormous amount of adult crime. Our police annual report tells of a good deal of larrikinism, but the body of adult criminals diminishes. To try the larrikin, and even more notably the larrikiness, in our quiet little room, with no old pals to look on and sympathize and admire, with only the parents and the witnesses present, takes away the spirit of bravado that lends glamour to the beginning of a criminal career. The Press is not excluded; it is not a secret Star Chamber Court."

In the departmental Court in 1906 there were 141 cases dealt with. A large proportion of these misdemeanours were stone-throwing, breaking windows, obstructing or endangering the streets by playing games in the public thoroughfares, and so on. Offences like these against the city by-laws, of course, have to be repressed, but they do not necessarily indicate the beginning of criminal record. Hence the danger that this should be the case is minimized by the operation of a Court which does not leave any criminal taint behind it.

Truancy in its elementary stages does not come before the Children's Court, but is dealt with by the Education Department, which has power to fine the parents, even though the children may be entirely responsible. It is the experience of the State Children's officers that truancy very commonly leads to delinquency more or less serious.

It is claimed that nothing could be more economical as well as effective in its administration than this system of dealing with juvenile offenders. It fits in with the ordinary and regular work of the State Department. When there are cases to be tried, a telephone message is sent to the Magistrate, and at a fixed time (3 p.m.) he is present to hear the evidence. If the child is found guilty he receives such a sentence as the Magistrate thinks fitting. An officer of the department is always present to watch the case in the best interests of the child. The Children's Courts have proved so satisfactory in their results that there is a strong desire in some quarters to extend the range of their operation.

SIR CHARLES COOPER.

The second Chief Justice was selected by the Board of Commissioners in London to fill the vacancy occasioned by Sir J. W. Jeffcott's untimely death. Although he received his appointment on March 26, 1839, it was not until December of that year that he reached the scene of his labours—a fact which suggestively illustrates the difference in facilities for, and speed of, transit then and now. Sir Charles Cooper was born at Henley, England, in 1795, called to the Bar in 1827, and was on the Oxford Circuit until 1838, or practically until the time when he was elevated to the Bench. For a considerable time after his arrival he was the only Judge in the three Courts—Criminal, Civil, and Insol-

vency—and it is recorded of him that he fulfilled the diversified and onerous duties devolving upon him in an unexceptionable manner. One of his distinguishing characteristics was his extreme conscientiousness, which showed itself in his high sense of personal honour, and his strict regard for probity. Several instances are on record in which this scrupulousness showed itself when little expected. On one occasion a witness referred rather lightly to what seems to have been a customary, but Judge Cooper thought a shady, manner of filling out a ship's papers, when he was sharply reproved with, "You ought to be prosecuted for perjury," and ordered him forthwith to leave the witness-box. In another case a storekeeper alluded to keeping his books by double entry, when the Judge, misunderstanding the expression, in-



SIR CHARLES COOPER.

terrupted him by asking, "Do you admit on oath that you enter an article twice." His sense of responsibility and dread of error caused him to exercise much caution before delivering judgment, and exposed him to criticism for delay from the advocates who appeared before him, but it nevertheless secured for him general respect. Judge Cooper's residence was situated in Whitmore Square, and was one of the prominent landmarks of early Adelaide. It was afterwards purchased for the Bushman's Club, which added to the premises, and in turn transferred them to the Social Reform Wing of the Salvation Army. It was there that the Supreme Court was held, pending the provision of better accom-

modation, and among the historic scenes that figure in its history was the trial of Joseph Stagg for the murder of John Gofton. The court-room was the long room with two French casements facing the garden, and is still standing. During the proceedings a loud report, like that of a rifle or pistol, was heard, and caused wild confusion. The governor of the gaol linked his arm in that of the prisoner, and put a pistol to his head. Mr. Tolmer drew his sword. Most of the others, including the jury and spectators, rushed pell-mell through the windows; but when things had quieted down it was found that a joist supporting the floor, which was over a cellar, had cracked, and that was all the trouble. Mr. J. W. Bull says that a more upright and just judge never occupied the highly responsible seat of government in this or any other country, than Sir Charles Cooper, and that in private life he set a bright example as a consistent and liberal Christian. He received the honour of knighthood in 1858, but failing health compelled his retirement from the Bench on a pension, and he left South Australia in 1862 for England, where he lived to a dignified and honourable old age.

SIR RICHARD DAVIES HANSON.

A worthy successor to Sir Charles Cooper, on his retirement, was found in the person of a gentleman who had been Attorney-General in two Ministries, Premier for two years and a half, and had long been leader of the Bar. Richard Davies Hanson was born in London on December 16, 1805, and was the second son of Mr. B. Hanson, a member of a Nonconformist family, who was in business as a fruit merchant and importer. He was educated at a private school, kept by the Rev. W. Carver, at Melbourne, in Cambridgeshire, England; at the age of seventeen articulated to Mr. John Wilke, solicitor, of Boston, Lincolnshire; in 1828 was admitted as an attorney, and practised for a short time in London. From 1830 to 1834 he was one of those who strongly interested themselves in promoting the South Australian colonization scheme on the Wakefield plan, and it is claimed that he rendered invaluable service at a critical juncture. The passage of the Bill through Parliament was so delayed that it did not reach the House of Lords till nearly the close of the session, and in that Chamber it met with strong opposition. Mr. Hanson was one of two gentlemen who waited on the Duke of Wellington in reference to this measure, and succeeded, not only in removing whatever objections he had previously held, but in enlisting his ardent sympathy and energetic support, to which the passing of the Bill without serious mutilation was generally ascribed. At that early stage of his career Mr. Hanson had won for himself so high a reputation as a debater and public speaker that he was selected to give one of the addresses at the great meeting, held in Exeter Hall, to popularize the

new scheme. While he was working for South Australia, and practising as an attorney, his literary tastes led to his association with the Press, and he was connected as a reporter and writer, both with the *Globe* and the *Morning Chronicle*, the latter being one of the leading journals of England at the time. Though educated for the law, the profession was not altogether congenial to him, and he contemplated emigrating to South Australia, but was one of those whose patience was worn out by the seemingly interminable delays. There was trouble in Canada at the time through a rebellion headed by M. Papineau, and among other arrangements for the adjusting of affairs a Commission was appointed, Mr. Hanson receiving the honour of being chosen as Assistant-Commissioner of Enquiry, with special



SIR RICHARD DAVIES HANSON.

reference to Crown Lands and Emigration, in 1838. He hoped to find what would be more suitable than legal pursuits in this sphere, but though his selection for such a post was a compliment to his ability, his term of office was brief, and he then emigrated to Wellington, New Zealand, where he held an official position until 1846. In that year he removed to Adelaide, and immediately interested himself in public affairs, with so much earnestness that, in the month of September, he became Hon. Secretary of the League which was formed to

resist Governor Robe's proposals of State aid to religion. During the next five years he resumed writing for the Press, and established himself as a lawyer. He entered political life in 1851 by contesting the District of Yatala for a seat in the partially-elective Council; but his election being protested against on purely technical grounds, the difficulty was evaded by the Governor appointing him Advocate-General, which gave him an *ex officio* place in the Council, to fill a vacancy which had occurred. With the consent of the Governor he voted against his colleagues in the majority which put an end to State grants. The next five years were singularly important in a legal sense, for they included among other things the prolonged agitation for a new Constitution, which resisted the unsatisfactory Act of 1853, and brought about genuinely representative institutions with responsible government. During this time Mr. Hanson was the chief legal adviser of the Government, and was enabled to introduce and carry through several valuable measures. He framed the first Education Act of 1851, and was a member of the first Board of Education. In the next year he introduced the District Councils Act, which has done so much for South Australia by applying the principle of local government. His services in connection with the Constitution Act rendered his election to the first Parliament a matter of course as a member for Adelaide, and he was Attorney-General in the Ministry which inaugurated the new regime. Though the first Ministry retained its position for only six months, the next survived for exactly ten days, and its successor for thirty, so that Mr. Hanson was back in his office of Attorney-General within six weeks of his vacating it, and this time as Premier also. In that capacity he conducted the business of the House through three sessions, during which several important measures were passed, including the Real Property Act; and there was active work in the department of administration. The Hanson Government was defeated at the opening of the session of 1860; but in the following year its leader received the compliment from his political opponents of being offered the position of Chief Justice, on the retirement of Sir Charles Cooper, which he accepted, to the general satisfaction of the public. At the very outset he had an opportunity of displaying the sound judgment which was one of his great characteristics, and was conspicuous during his entire occupancy of the Bench. In 1869 he paid a visit to England, after an absence of nearly thirty years, and received the honour of knighthood from the hands of Her Majesty Queen Victoria. Sir Richard was deeply interested in the work of higher education. He was for many years an active member of the Philosophical Society, and among many interesting papers prepared for that body were four, entitled "Law in Nature," which were published at the

expense of the Society, and were masterpieces of clear statement and logical argument. In later life he devoted much attention to historic and theological studies, of which his published letters, "To and From Rome" and "Jesus of History," were the outcome. On the appointment of the Council of the University he was elected as the first Chancellor, and filled the position with his usual dignity. Until he was over seventy years he maintained generally robust health, and his death from heart failure, which occurred in the garden of his residence at Mount Lofty, on March 4, 1876, came as a surprise and shock to the whole community.

MR. JUSTICE BOOTHBY.

The increasing business of the Supreme Court in the early fifties rendered the appointment of a second



MR. BENJAMIN BOOTHBY.

Judge necessary, and in 1853 Mr. Benjamin Boothby was chosen for that position. He was a Yorkshireman, having been born at Doncaster in 1803. He was called to the Bar in London in 1825, and shortly afterwards appointed Revising Barrister for the West Riding of Yorkshire, and Recorder of Pontefract. As Judge Boothby was 50 years of age when he came to South Australia, he had matured his character and settled his convictions in the stereotyped forms and stagnant atmosphere of the British judiciary. Hence he was not qualified by any previous experience for the less conventional

conditions he met with in the Southern Hemisphere, he was temperamentally in antagonism to some of them; and it was doubly unfortunate that he "struck a snag" before the lapse of time had been able to complete its modifying work. The Real Property Act, though dealing with what is essentially a lawyer's question, the conveyance of titles to land, was the work of a layman, and if on that account alone was not likely to commend itself to the legal mind. As originally passed, moreover, it had several flaws and imperfections, which encouraged prejudice against it, and furnished arguments designed to prove that it was unworkable. It had many opponents, among whom Mr. Justice Boothby was one of the most irreconcilable, and his position on the Bench enabled him to give effect to his opinions in a manner that provoked much resentment. He held that the Act was repugnant—or, as he expressed it, "oppugnant"—to British law, and from that position he refused to recede. In this way he succeeded in arousing the opposition of the Parliament, the Press, and the public, and it says a good deal for his courage and strength of will that he unswervingly confronted the storm. The controversy that followed was not only prolonged and intricate, but painfully wearisome. It delayed the business in Parliament, was an absorbing theme of newspaper correspondence, and prompted appeals to the Imperial Government. The removal of a Judge from his high office is very properly a difficult, and, happily, a rare proceeding, and the Parliament hesitated long before assuming the responsibility of such a step; but there seemed to be no other way of solving the deadlock that had arisen through the judicial pronouncement in the Supreme Court that its Acts were invalid, and, therefore, after a formal enquiry into specific charges, that course was taken. Judge Boothby at once announced his intention of appealing to the Judicial Committee of the Privy Council; but he was worn out by anxiety, and on June 21, 1868, his death terminated the controversy. It is due to his memory to say that, though the line he adopted rendered him eminently unpopular, there was never any doubt that he was sincere in his purposes and honest in his convictions. One benefit at least he brought to South Australia—that of founding a family, many members of which have been conspicuously useful as servants of the State.

MR. JUSTICE GWYNNE.

Six years after the appointment of Mr. Justice Boothby, a third Judge of the Supreme Court was considered necessary, and this time the honour was conferred on a South Australian lawyer—an example which has been followed ever since. Mr. Edward Castres Gwynne was born in 1811, and educated at Lewes, Sussex. He was early called to the Bar, and had practised his profession in England before he came to South Aus-

tralia in 1839. He became Attorney-General in 1845, and thenceforward for many years held a prominent place among the legal gentlemen of South Australia. For a length of time prior to his elevation to the Bench the leadership of the Bar seemed to be divided between his gifted contemporary, Mr. R. D. Hanson, and himself. When the enlarged and partly-representative Legislative Council of 1851 was formed, Mr. Gwynne was one of the four non-official members who were nominated by the Governor. On the second day of the session he led the forlorn hope of the party in favour of State aid to religion, which had been a fruitful subject of agitation for three years, by moving the first reading of a Bill to continue "an ordinance to promote the building of churches and chapels for public worship, and to provide for the maintenance of ministers of the Christian religion." There was some expectation that this would prove to be the signal for the great battle of the session; but the numbers were known; it was determined to make the contest as short and decisive as possible; and an amendment was moved—"That the Bill be read this day six months," which was carried by 13 votes to 10, the total membership of the Council being 24. When the new constitution came into force in 1857, providing for an elective bi-cameral Parliament, Mr. Gwynne was one of the successful candidates for a seat in the Legislative Council. He was Attorney-General in the short-lived Baker Ministry, but in 1859 he relinquished political life for a seat on the Bench, and became Primary Judge in Equity of the Supreme Court. On the "amoval" of Mr. Justice Boothby, in 1867, he was advanced to the position of Second Judge, which he held until 1881, when failing health and advancing years compelled his retirement on a pension, and thenceforward until his death he took no active part in public affairs.

MR. JUSTICE WEARING.

When Mr. Gwynne took the position of Second Judge, the seat he vacated was offered to Mr. Wearing, who was a lawyer of standing and experience. He had been educated at Trinity College, Cambridge, obtained his B.A. degree, and was called to the Bar in Lincoln's Inn in 1847. He came to South Australia in the following year, and entered into partnership with Mr. C. Fenn. In 1865 he was appointed Crown Solicitor, and received the honour of Q.C., and two years afterwards took his seat on the Bench. Mr. Wearing had acquired the reputation of being an excellent lawyer; he was a facile and effective writer, and a fluent speaker, with a vein of seemingly irrepressible humour which imparted vivacity to his utterances. In private life he was known to be genial and unostentatious, he enjoyed a large share of public esteem, and there was

universal sorrow when the news was received of his tragic death. Mr. Wearing had been to Palmerston, in the Northern Territory, where he had presided over the first Circuit Court. He was returning in the steamer "Gothenburg," with the Hon. Thomas Reynolds and others, when, on February 25, 1875, the steamer was struck by a cyclone, driven on a reef at Flinders Passage, and of a total of 137 persons on board, including passengers and crew, all but 2 perished. Judge Wearing was one of the lost.

MR. JUSTICE STOW.

Few occupants of the South Australian Judicial Bench have possessed greater natural ability than Mr. Randolph Isham Stow. He was the eldest son of the Rev. T. Q. Stow, who was the pioneer Congregationalist minister of Adelaide and in memory of whom the principal Church of that denomination is named. He was born in Suffolk, England, on December 17, 1828, accompanied his parents to the newly-founded colony in 1837, and received his early education from his father, which was continued at Mr. Wyllie's school. When twenty-one years of age he was articled to Messrs. Barclay and Bakewell; shortly after the expiry of his term was taken into partnership with them; and in 1859 commenced to practise on his own account. During Mr. Stow's early manhood there was a large amount of excitement in the political world. The community was small, and personal feeling ran high. Elections were conducted after the old fashion, with hustings speeches, street processions, and open voting. Into this turmoil Mr. Stow threw himself with energy, became valuable as a supporter and formidable as an opponent, while some of his speeches produced a great impression. The way was thus opened for his ultimate entrance into Parliament, and in 1861 he was elected to the House of Assembly as member for West Torrens. Six months after the session began there was a change of Ministry, and Mr. Stow became Attorney-General in the Waterhouse Cabinet. Such changes were so frequent in those days that in the following three and a half years no less than five successive combinations held the reins of government. Mr. Stow held office in three of them as Attorney-General, the Premiers being Messrs. Waterhouse, Ayers, and Blyth, all of whom subsequently received the honour of knighthood. In 1876 he was appointed Third Judge of the Supreme Court, as successor to the lamented Judge Wearing, and held the position with credit to himself and satisfaction to the country until his death in 1878.

MR. JUSTICE ANDREWS.

The vacancy on the Judicial Bench which was caused by the retirement of Judge Gwynne in 1881 was filled by the appointment of Mr. Richard Bullock An-

draws, who was an old colonist and, so far as his professional life was concerned, a product of South Australia, having been called to the Bar here in 1855. He soon entered political life, was an unsuccessful candidate at the general elections in 1857 for the first Parliament, but secured a seat in the House of Assembly during the same year, and was Attorney-General in the short-lived Torrens Ministry. He did not return to office until July, 1863, but from that time until his retirement from Parliament in 1870 he was Attorney-General in six different Ministries, twice under the Premiership of Mr. Dutton and four times under that of Mr. Ayers. He was appointed Queen's Counsel in 1865, and in 1870, having taken the offices of Crown Solicitor and Public Prosecutor, resigned his seat in Par-



MR. RICHARD BULLOCK ANDREWS.

liament. Mr. Andrews was a painstaking and efficient lawyer. His fine presence, comprehensive grasp of his subject and persuasive eloquence contributed materially to his success with juries, and he gained a high reputation as a criminal pleader. At first he was a strong opponent of the Real Property Act, but finally gave his adhesion to it, and he was noted for his sterling honesty and excellent judgment. He showed ability as a Judge, but within three years of his elevation to the Bench his health broke down. He obtained six months' leave of absence, which he decided to spend in Tasmania, where, after much suffering, borne with great fortitude, his death took place on June 26, 1884.

The Right Honourable SIR SAMUEL JAMES WAY, Bart., P.C., D.C.L., LL.D., etc. etc., is Lieutenant-Governor and Chief Justice of the State, Chancellor of the University of Adelaide, and Australasian Representative on the Judicial Committee of the Privy Council; besides which he holds a multitude of other offices in connection with various organizations. Sir Samuel, who is the eldest son of the Rev. James Way, was born at Portsmouth on April 11, 1836, and when his parents left England remained behind to complete his education, which, having been commenced at what is now known as Shebbear College, was being continued at Chatham under the care of the Rev. J. C. Means—a Unitarian minister of high literary and scholarly attainments. Mr. Means was anxious for his pupil to remain and graduate at the London University, but this could not be done. Home ties were too strong, and the son rejoined his family in Adelaide on March 6, 1853. The choice of a career was determined in favour of the legal profession by an opportunity to enter the office of Mr. J. T. Bagot being embraced, and a transfer afterwards effected to the larger office of Mr. A. Atkinson, to whom Mr. Way was articled in 1856. Here he had the management successively of the conveyancing and common law departments, and afterwards of the whole business. On March 23, 1861, he was admitted to the Bar, and, shortly afterwards, on the death of Mr. Atkinson, he became the head of the office which he had entered exactly seven years before. Opportunities came to Sir Samuel at several critical stages of his public life, which he was able to seize and profit by, invariably proving himself equal to the occasion. While a young lawyer he was engaged in several *causes célèbres*: the Moonta case, the Intrusion case (*Regina v. Baker*), and the removal of Mr. Justice Boothby being among the number. From political life Mr. Way resolutely kept aloof until he had acquired an independent position; but in 1875 he felt that the time had come; he had received invitations from six other constituencies, and was returned to the House of Assembly as member for the District of Sturt. Shortly after the Parliament assembled the Ministry was defeated, and Mr. Way accepted the portfolio of Attorney-General in the Boucaut administra-

tion. The main business of the session was the "broad and comprehensive policy" which bore the name of the Premier. The purpose of the Assembly having been frustrated by the action of the Legislative Council, a special session was held, which, however, failed to overcome the opposition of the "Upper House." During the following recess Sir Samuel's parliamentary life came to an end, but though it was limited to less than a year he had proved himself to be a ready and effective debater, while he had also left his mark on the legislation of the State, especially in connection with the Education and the anti-Gaming Acts. Sir Richard Hanson, who was Chief Justice, died suddenly of heart failure in March, 1876, and the Attorney-General was pressed by



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Adelaide.

THE RIGHT HON. SIR S. J. WAY, BART.

the Premier and other members of the Ministry to become his successor. To do so was to forfeit two-thirds of his annual income, and sacrifice brilliant prospects, both at the Bar and in Parliament; but the opportunity was unlikely to recur, and was accepted. His advancement had been extraordinarily rapid, for he had been five days less than fifteen years at the Bar, was under forty years of age, and the youngest Chief Justice but one in the British Dominions. Nevertheless, the appointment was universally approved, the general sentiments being thus expressed by *The Register* on the day when it was announced:—"At the present moment Mr. Way is the natural leader as well as the mere *ex officio* leader of

the South Australian Bar. He has earned this proud position by sheer hard work and thorough devotion to his calling. He has recognized the old adage that the law is a jealous mistress, and will brook no divided or half-hearted fealty. He is generally looked upon as a thoroughly shrewd lawyer, well versed in the science of his profession, rapidly seizing the point of an argument, acute in discriminating between what is material and what is purely accidental, prompt to detect a sophistry, and far more apt to be swayed by principles than technicalities. In a word, he has many of the qualities that go to make an excellent judge." If the foregoing be regarded as a text the last thirty years of Sir Samuel's life may be described as an elaborate commentary upon it, establishing, confirming, amplifying, and illustrating it in every particular. The Chief Justice has not only justified the most sanguine anticipations it encouraged, and upheld the prestige of his high office, but enhanced his reputation as a lawyer and jurist, and obtained a recognition in England and America, as well as in the Southern World. The *Australian Review of Reviews*, in an article on the Supreme Court Bench of South Australia published in 1895, said:—"It is the justifiable boast of South Australians that they possess a judicial Bench which, both on the intellectual and the moral sides, worthily maintains the high standard which the British judiciary has given the world, and that in Chief Justice Way they have one of the ablest Judges in Her Majesty's dominions. The qualities which have so rapidly advanced Mr. Way may be summed up in five words: clearness of vision, courage, capability. To the man who has these comes opportunity. Mr. Way is first and foremost a lawyer. This he regards as the great business of his life, and to this the varied spheres of his marvellous activity are subordinated." Similar, if not stronger, testimony was borne by the *Journal of the Society of Comparative Legislation* in 1899, which said the Chief Justice brought to the Bench "all the qualities of a sound and learned lawyer, added to industry that never flagged, and patience that was inexhaustible. As Chief Justice of the colony, Sir Samuel Way has gone on steadily from year to year increasing his reputation, and he is now acknowledged to be one of the

ablest constitutional lawyers in the colonies." These analyses scarcely do justice to His Honor's penetrative insight, his intuition in seizing essential facts and marshalling them in their true relations, the comprehensiveness of his grasp, and mastery of detail, which, together with the gift of luminous exposition, have made his more important judgments worthy to rank among the classics of British jurisprudence. With all, he has never forgotten that he is the servant of the public. Simplicity of procedure and dispatch are the ideals he has aimed at in the administration of justice. He was largely instrumental in procuring, in 1878, the adoption in South Australia of the English Judicature Acts, and actively supervised the rules of procedure, which have gone further than the English rules in preventing delay, and securing prompt relief for suitors. With the same objects in view he strongly advocated the extension of the Circuit Court system, and owing to his efforts the Northern Circuit Courts were established in 1881. He held the first of these, when complimentary banquets were tendered to him at Port Augusta and Gladstone. When the British Government, in 1896, determined to give effect to Lord Rosebery's Act of 1894 for strengthening the Judicial Committee of the Privy Council as the final Court of Appeal for the Colonies and India, by the appointment of representatives from Canada, South Africa, and Australasia, the colonies concerned were invited to nominate representatives. New South Wales submitted the name of its Senior Puisne Judge, Sir William Windeyer, whose nomination was supported by Queensland; but, largely through the efforts of Mr Kingston, Premier of South Australia, the four other Australian colonies and New Zealand agreed to nominate Chief Justice Way, who was accordingly appointed in 1897 by the Imperial Government. His Honour was sworn of the Privy Council on May 18 of that year, and took his seat on the following day, being the first colonial Judge to sit on that Board. He joined in hearing appeals from India, South Africa, Jamaica, Ceylon, Victoria, New South Wales, and the Consular Court at Shanghai. An appointment to the Judicial Committee does not carry with it any emolument; he travelled at his own charges, and while absent drew only half salary as Chief

Justice, in order to provide a *locum tenens* at the Supreme Court Bench. Subsequently to the withdrawal of the Imperial troops in 1870 the dormant commission to administer the Government in the absence of the Governor had always been addressed to the Chief Justice, and in his absence to the other judges in order of seniority. Thus it happened that within a few months after His Honor had been elevated to the Bench he was called upon to discharge the further duty, through the removal of Sir Anthony Musgrave. Sir W. W. Cairns, the succeeding Governor, only retained his position for a few weeks, and the administration again fell into the hands of the Chief Justice, this time for a longer period, so that he had the unique experience of opening a session of and dissolving a Parliament of which he had been a member. Probably such a case is unparalleled in colonial history. Since that time His Honor has very frequently administered the affairs of the State, either as Administrator, Lieutenant-Governor, or Deputy-Governor, and always with success. At one time it was proposed that in the interests of public economy he should continue to fill both the viceregal and judicial offices, if not permanently, at least for a lengthened period. This proposal he strongly disapproved, as tending to weaken the connection with the mother country, and at length it was tacitly abandoned; but in 1902, on account of the state of the public finances, he spontaneously relinquished half the vice-regal salary to which he was entitled, and at the request of the Ministry his term of office was extended to within a fortnight of an entire year. In the aggregate, his nine Acting-Governorships have covered a period of between three and four years, and they have met with the expressed approval of successive Secretaries of State for the Colonies, as well as of his fellow-citizens. What may be called the honorary services rendered by His Honour to the public have been both numerous and exceptionally important. For more than two years, from April, 1881, he performed the duties of Commissioner of Insolvency without salary, adding at least one working day a week to his other occupations, in order to enable the Government to give effect to its policy of transferring the business of the Court of Insolvency to the Supreme Court.

The task, which had been declined by his colleagues, was voluntarily undertaken, and only relinquished when the extra strain it involved was injuring his health. In 1877 he presided over a Royal Commission on Tribunals of Commerce, the sittings of which extended over six months, and he drafted its report. At the earnest request of the Government, the Roman Catholic Bishop, and the Destitute Board, in 1883 he accepted the Presidency of a Commission to enquire into the administration of the Destitute Acts and Regulations. The object was to deal with the reiterated complaints of the Roman Catholics, and His Honour only yielded because no other Chairman could be found who commanded the confidence alike of the Catholics and the general public. "The sittings of the Commission," it has been written, "lasted two years and a half. In the prosecution of his enquiries the Chief Justice visited New South Wales and Victoria at his own charges, frequently worked twelve and fourteen hours a day, and for more than six months relinquished all social engagements and recreation of every kind. The final report, which he drafted, is one of the most elaborate State papers ever presented to the local Parliament, and besides finally settling the controversy between the Department and the Roman Catholics to the satisfaction of both disputants, was acknowledged, both in the colonies and in England, as a valuable and permanent contribution to the literature of the subjects with which it dealt." To these examples of devoted and gratuitous service many more might be added. While it may be invidious to discriminate, perhaps the greatest purely honorary services rendered by His Honour to the public has been in the cause of education, with which he has been intimately associated from the lowest to the highest grade. The Education Act of 1875, on which the primary-school system of the State is based was settled by himself as Attorney-General, having been drafted by the Premier, Mr. Boucaut, and was carried through the House of Assembly by the Hon. E. Ward, Minister of Education. When its provisions were being carried into effect, His Honour was instrumental in securing the services of the late Mr. J. A. Hartley, to whose zeal, energy, and capacity as an educationist and administrator the colony confessedly owes so

much. With the University the Chief Justice has been identified from the very first. He was a member of the Association that was formed in 1872 to take advantage of the offer of £20,000 each by Sir W. W. Hughes and Sir Thomas Elder, was a member of the first Council that was formed on the passing of the University Act, became Vice-Chancellor in 1876, and in 1883 was elected Chancellor—an office which he has ever since continued to hold. The Chief Justice has indulged and cultivated his literary and artistic tastes to a degree that is surprising, considering his busy and active life. His library contains more than 14,000 volumes, including many rare bibliographical treasures. He has been a collector in various departments, and his home at North Adelaide is a veritable museum, containing innumerable choice specimens of ancient and modern art. Besides giving several valuable pictures to the Art Gallery he has aided largely in the expenditure of funds, notably Sir Thomas Elder's legacy of £25,000, and that of Dr. Morgan Thomas of nearly £40,000. Had His Honour yielded to his early inclination for a country life, he would probably have been a successful farmer. The charming grounds at Montefiore, the ferneries and hot-houses, show his love for horticulture; the wild-birds on the lawns and in the aviaries indicate his fondness for animals. In Freemasonry the Chief Justice has not only held the highest position, but utilized it for the greatest service by his efforts to bring about the union of the Craft in Australia. In 1884 he was installed as first Grand Master of the United Grand Lodge of South Australia, and excepting for the time when he withdrew in favour of Lord Kintore, he has held that office ever since. At the great Masonic gathering in the Albert Hall, London, in 1897, he presented the Jubilee address to Her Majesty from the Grand Lodges of South Australia, New South Wales, Victoria, and New Zealand to H.R.H. the Prince of Wales, who at the same time conferred on him the rank of Past Grand Warden of England. Sir Samuel has always manifested strong and sincere attachment to the Church of his fathers, which was a branch of the great Methodist family, and the movement for uniting that family in Australia had his warm and powerful support. The academic distinctions received by Sir

Samuel Way have been numerous. The University of Oxford conferred on him the degree of D.C.L. *honoris causa* in 1891, and that of Cambridge the degree of LL.D. *honoris causa*, in 1897. The University of Adelaide had previously (in 1892) conferred the *ad eundem* degree of LL.D. on its Chancellor; Queen's University, Kingston, paid him the same compliment in 1895, and it was repeated by the University of Melbourne in 1901. The Chief Justice was offered the customary judicial knighthood in 1887 and several subsequent years, but asked to be excused from accepting it, as he did also the distinction of K.C.M.G. in 1889. In 1890 he received the appointment of Lieutenant-Governor—the first occasion on which it was bestowed on a Chief Justice before his retirement; and in 1890 he received a baronetcy, the fourth which has been conferred in Australia, and the only one in this State. Most, if not all, of the benevolent and philanthropic organizations of Adelaide have benefited by Sir Samuel Way's active interest and efficient help, but his name will be for ever associated with its widely known Children's Hospital. In connection with his brother-in-law, Dr. Campbell, he initiated the enterprise; as Acting-Governor he laid its foundation-stone. He was President from the beginning; and during his absence in 1897, in recognition of his long services, the original structure, to which others had been added, was styled "Way Buildings." Large numbers of illustrious visitors from other lands, as well as of Adelaide citizens, have been entertained at "Montefiore," and charmed with its gracious hospitality, the excellence of its situation, and the beauty of its appointments and surroundings. All it lacked as a home was supplied on His Honour's birthday in 1898, when he married Kathleen Gollan, widow of the late Dr. Blue. The event rendered its attractiveness complete, and Lady Way has proved herself a worthy helpmate to her husband in the social and philanthropic interests he sustains.

The Honourable J O H N HANNAH GORDON. Scotch parentage, a Presbyterian up-bringing, and business experience conjointly provide any man with a valuable equipment at the outset for the work and responsibility of an active life. Mr. Justice Gordon had all

these, and, in addition, personal qualities of a high order, which enabled him to make the best use of his advantages. He was born at Kilmalcolm, Scotland, on July 26, 1850, and when he was nine years of age his father, the Rev. James Gordon, came to South Australia to take charge of the Presbyterian Church at Mount Barker. From that town the family removed to Gawler, where the Rev. J. Gordon spent the remainder of his life. He was pastor of the Gawler Presbyterian Church for forty years, and died on June 19, 1905. The length of his pastorate was a testimony both to his ability as a minister and the esteem in which he was held. Mr. Justice Gordon's education was commenced at Mount Barker under Mr. James Clezy, M.A., and completed at Gawler, under the tuition of the Rev. J. Leonard, M.A., and Mr. L. S. Burton. It was the desire of his father that he should follow in the parental footsteps and become a Presbyterian clergyman. With this object in view he spent two years in the study of classics and theology, but his inclinations did not lie in that direction, and, the preparatory course being completed, he proceeded no further. Literary tastes, however, proficiency as a speaker, and the grace of diction and style were cultivated by means of the Literary Society connected with his father's Church, and contributions of both prose and verse to the Press. Mr. Gordon obtained business experience at the offices of Messrs. W. Duffield & Co., of Gawler, where he was employed for six years, and afterwards at those of Messrs. Dunn and Co., Port Adelaide. The law, however, called him with a voice that would not be denied, and he became articled to Mr. J. J. Bonnar, solicitor of Strathalbyn, studying in the same office as Mr. Louis von Doussa, who afterwards succeeded him as Attorney-General. He was admitted to the Bar in 1876, and forthwith gave evidence of his skill as an advocate. The interest he took in public affairs was recognized by his being selected to the Mayoralty of the Corporation; and the popularity he had won, not only by his ability as a lawyer, but by his unfailing kindness and charm of manner was still further attested when he was elected in 1888 to represent the Southern District in the Legislative Council.

a position he retained for fifteen years. In the meantime he had transferred his practice to Adelaide, and became senior member of a legal firm, entitled at first Gordon and Bright, afterwards Gordon, Nesbit, & Bright, and finally Gor-



Newman,

Sydney.

HON. JOHN HANNAH GORDON.

don, Bright, & Anderson. Partisan conflicts in political life are often conducted with much asperity and heat, but Mr. Gordon had an innate aversion to everything offensive, and consequently obtained influence with opponents as well as friends. Though he had decided convictions, which he held with firmness and expressed with force, he became a *persona grata*, because his arrows were never tipped with venom, nor did he ever willingly inflict an unnecessary wound. Hence from the first he took a prominent place, and Ministerial office quickly came to him. When he had been only thirteen months in Parliament, his friend, Sir John Cockburn, who had displaced the Playford Ministry, induced him to accept the portfolio of Minister of Education. For most of the years that followed, until he retired from political life, Mr. Gordon was a Minister of the Crown, holding the offices either of Minister of Education, Attorney-General, or Chief Secretary, in the Holder, Kingston, and Jenkins Cabinets respectively. In each of them he displayed the tact of an administrator, which was even more strikingly shown by the manner in which he sustained the responsibility of leadership of the

Legislative Council during so many years. His transference from this stage of action to that of the Judicial Bench took place in December, 1903, when he succeeded Sir Henry Bunday, who retired after twenty years' judicial service. At that time it was said of him that he had left behind him a political record which might well be the envy and admiration of all who studied the history of South Australian Parliamentary affairs. "During his long career in the Upper House, and although he had often spoken forcibly and with effect, he was never known to utter a discourteous word, and his speeches never showed a trace of malice or unkindness." Mr. Gordon had been appointed Q.C. in 1900, an honour which, as well as his subsequent elevation to the Bench, was justified by his knowledge of law, and his services outside merely Parliamentary or Ministerial work. His brilliant and lucid exposition of the case for South Australia in the vexed question of the Murray waters, and his argumentative prowess at the Corowa Conference laid the entire community under weighty obligation. As a member of the Federal Conference at Sydney in 1891 he made his mark, and he subsequently took an active part in the Federal movement. He was elected to the Convention which framed the Constitution of the Commonwealth, and which met successively at Adelaide, Melbourne, and Sydney, and was a member of its Constitutional Committee. When the Intercolonial Postal and Telegraph Conference met in Adelaide in 1890, Mr. Gordon presided over its sessions. The versatility displayed in dealing effectively with subjects so diversified as the foregoing is an element in his character which has contributed materially to his success. Mr. Justice Gordon was married in 1876 to Ann, daughter of the late Mr. Rogers, of Sandergrove, who was an old colonist, and who represented the District of Mount Barker in Parliament for many years. As Judge, he enjoys the respect of his colleagues on the Bench, as well as of the Bar, and the confidence of South Australians as a whole.

The Honourable ROBERT HOMBURG, Judge of the Supreme Court of South Australia. From a very early period in its history

South Australia has proved attractive to very many persons of German nationality. One result has been the establishment of flourishing communities, where the newspaper press, the language of the people, domestic customs, and modes of worship all seem to have been imported direct from the Fatherland. A strong infusion of the Teutonic element has consequently pervaded every department of public life. Germans have taken high positions in the learned professions, industrial and commercial enterprises, and also in the political world. Several of his fellow-countrymen have been members of Parliament, and some have held Ministerial portfolios, but Mr. Justice Homburg was the first of his race to take a seat on the Judicial Bench. He is a Brunswicker by birth, his native duchy being next door to that of Hanover, which gave Great Britain its Royal House; is, of course, a British subject, and, it may be added, an Australian to the finger-tips. His father, Mr. F. A. Homburg, a grain merchant of Brunswick, was attracted to Victoria in 1854. Three years afterwards, in September, 1857, the family came to South Australia, and settled in Adelaide. At that time, the son, Robert, was nine years old, having been born on March 10, 1848. He received most of his education at the English-German School, conducted by Messrs. Leschen & Niehuus.



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HON. ROBERT HOMBURG.

He began his active career as a messenger in a land agent's office, but, in 1868, Sir J. P. Boucaut offered to take him as an articulated clerk, and

this was his introduction to the legal profession. Attracted by the prospects which residence among his fellow-countrymen afforded, and with a view to more rapid advancement, he sought a removal to Tanunda, which resulted in his being placed in charge of the office of Messrs. G. & J. Downer in that town, the transfer of his articles having been effected. The term being completed in 1874, he was admitted to the Bar, forthwith began to practise on his own account, and speedily established a large connection. In 1884 he was invited to represent the District of Gumeracha on the retirement of Mr. H. Haines. He was duly elected, and was re-elected five times; when the electorate was merged into the District of Murray in 1902, he was again returned, and retained his seat until his judicial appointment in 1905, so that his Parliamentary life extended over twenty-one years, during which he represented the same, or an enlarged constituency. Most of the time Mr. Homburg sat on the Opposition benches, and for a large portion of it was Leader of his party; but, notwithstanding the recognition of his influence and ability, he never aspired to the Premiership when a change of Ministry took place. He held the portfolio of Attorney-General in the Playford Government of 1890-2, in the Downer Government of 1892-3, and in the Jenkins Administration from July, 1904, till his elevation to the Bench. During the absence of Mr. Playford he discharged the duties of Acting-Premier, had temporary charge of every Ministerial Department at one time or other, and in the Jenkins Cabinet was Minister of Education as well as Attorney-General. Mr. Homburg, as a legislator, rendered valuable service on both sides of the House. He was among the most regular of the members in his attendance, was recognized as hard-working while in office, and as having the courage of his convictions when out of it. On at least one occasion he declined to accept office because he disagreed with the political programme of the party in power, and when consistency required it he took an independent line of his own. Among the legislative enactments with which he was most closely associated were the Acts amending the Real Property Act, Bills of Sale Act, the Agricultural Holdings, National Park, Partnership, Companies Con-

solidation, School of Mines and Industries, and Probate and Administration Acts. His active, useful, and somewhat laborious Parliamentary career was terminated in February, 1905, when he was appointed to the Judgeship rendered vacant by the retirement of Sir James Boucaut.

The Honourable Sir JAMES PENN BOUCAUT, K.C.M.G. When the events of the nineteenth century have receded a little further into the past, and the future historian writes an account of South Australian progress during the latter half of it, a higher place among the public men who have assisted in its making will be assigned to Sir James Boucaut than he has hither-



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HON. SIR JAMES PENN BOUCAUT.

to received. Although he was not permitted to carry his proposals into effect, he infused a new spirit into the public life of the province, lifted its politics to a higher level, and inaugurated a new era in the conduct of its affairs. This was no small achievement for any man, had it stood alone, but it was only a part of the services rendered by Sir James during a long and busy public life. He was born in England, at Mylor, near Falmouth, on October 29, 1831, being a son of Captain Ray Boucaut, H.E., C.S., and Winifred, daughter of James Penn, of Mylor. He was educated at Saltash in England, having come to South Australia with his father in 1846. His law studies were pursued here with the late Mr. C. Fenn. He was called to the Bar in 1855, and

his ability as a lawyer speedily obtained very distinct recognition. The Parliamentary career of Sir James Boucaut covered a period of twenty-seven years, including the interval when he was unable to obtain a seat, during which time he represented five different constituencies, and was a member of several different Governments. These facts indicate the disturbed and stormy conditions that prevailed in the political arena which he aided to replace with something better. His first Premiership came to him when he had only been four and a half years in Parliament, and gave him the opportunity of proving that he was skilled in management as well as strenuous in debate. Much useful legislation was due to his initiative and able support, and in particular the settlement of the education question in 1875, by means of an Act which his Ministry was able to carry through. It was, however, the public works policy which Sir James advocated that demonstrated most fully his ability as a statesman. He took the unusual course of unfolding his plans at the close of the session of 1874, when he was out of office, and while their boldness startled most people they gave electors something far removed from trivialities to think about. At every election meeting the Boucaut policy was the chief topic of discussion. The Ministry was ejected almost as soon as the new Parliament assembled, on a motion by Mr. W. Townsend. After some slight delay the real leader of the Opposition had to be sent for, and he succeeded in forming a strong combination. It included the names of Boucaut, Morgan, Way, and Colton, all of whom were subsequently knighted. The other members were West-Erskine and Ward. In due time the Premier unfolded the railway and loan programme which had been matured by the Government. It has been written that he did so in a speech which was remarkable for the breadth of its scope, its mastery of detail, and its clearness of exposition. It held the attention of the House for three hours, and was spoken of by a City editor as reminding him of the best effort of Sir Robert Peel in his palmiest days. In brief, the proposal was to borrow £3,000,000, to be expended during the next three or four years, £2,290,000 of which amount being applied to the construction of eleven

railway lines, aggregating 550 miles. Provision had to be made to meet the interest on the proposed loans, but just then an insurmountable obstacle was encountered. The Legislative Council rejected the Stamp Duties Bill, which was a vital element in the plan. An early prorogation was arranged. In the interval numerous public meetings passed resolutions in favour of the policy, and many formal petitions were presented to the same effect. The "Policy" was again introduced, but the Council was immovable, rejecting the Stamps Bill by a majority of one, thus striking the keystone out of the arch. Before the next session began the Ministry had been weakened by the retirement of two of its members, and it suffered defeat. Sir James returned to the Premiership in 1877, but in 1878 he relinquished the strife of politics for the judicial bench. Much of his programme was afterwards carried out, and, indeed, the extension of railways and other public works subsequently went far beyond its limits; but apart from his immediate success or failure was the profound impression produced by his statesmanship on public opinion. "Running through his policy and tingeing his advocacy of many proposals, was the strong, almost enthusiastic, confidence in the colony to which he belonged. Referring to suggestions for union with Victoria he held that if anything of that kind came off it would be for South Australia to annex Victoria, and not the other way about. The salutary influence he exercised on South Australian politics continued to operate for many years. The consequent advance in wealth and prosperity cannot be adequately estimated. The high reputation which Sir James had won as a politician was continued during the many years in which he sustained the position of Judge. Having graduated as an advocate and legislator, he was well equipped for the duty of an administrator of Justice, and from first to last he stood high in public confidence, and the honour of knighthood, which was conferred upon him in 1898, was universally regarded as well deserved. Prior to that time the duties of Acting Chief Justice had devolved upon him, and were discharged, as were those of Deputy-Administrator of the Government and of Governor at various times, with scrupulous

fidelity. Sir James spent some time during his earlier colonial life in the country, and has never lost his interest in rural pursuits. He owns the Quambi Estate, near Mount Barker, where he breeds pure Arab horses, and his acquaintance with the subject was shown in his book, "The Arab: the Horse of the Future." This is not the only instance in which he has proved himself to be possessed of literary ability. His European tour was made interesting to a large circle of readers by his "Letters to My Boys," which were published in a local newspaper, and afterwards republished in a volume. Sir James was married in 1864 to Janet, daughter of Mr. Alexander McCulloch, of Princess Royal, near Koorunga, and has five sons and one daughter. He retired from the Bench in February, 1905.

Sir W. H. BUNDEY, K.B.
Among South Australian citizens



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SIR W. H. BUNDEY.

who have carved out for themselves an honourable career, and won high reputation, Judge Bundey must be assigned a prominent place. He was born in Hampshire, England, on January 30, 1839, and after he was nine years of age may be said to have educated himself. He arrived in the colony early in 1849, entered the office of Messrs. Bartley and Bakewell, where at that time the late Mr. Justice Stow was finishing his articles, and for whom he cherished a life-long friendship. From 1857 to 1862 he was Clerk to

the Bench of Magistrates and Local Court at Woodside, and subsequently Acting-Returning Officer for Onkaparinga. He entered Parliament as member of the House of Assembly for the District of Onkaparinga in 1872, was obliged to retire for a time on account of ill-health, but was re-elected in 1878. He held the portfolio of Minister of Justice in the Blyth Government of 1874-5, and was Attorney-General in the Morgan Ministry from 1878 to 1881, but ill-health again necessitated his retirement from public life. In 1878 he was appointed Q.C., and in 1881 received the title of Honourable. When in office in 1874 he carried through the House of Assembly the Act for establishing the Adelaide University, and was subsequently appointed a member of the University Council. He also carried through the Assembly the Supreme Court Act of 1878, The Trustee Act of 1880, and other useful measures. The Trustee Act in particular was of great public service, inasmuch as it remedied a crying evil. Prior to its introduction the administration of intestate estates was eminently unsatisfactory. Widows, in taking out letters of administration, were compelled to obtain bondsmen, who were liable to be, and were often, left in the lurch. It is a tribute to Australasian legislation in this respect, that, at the present time, the Lord Chancellor is introducing a Bill to the same effect in England. Sir Henry's appointment as Judge of the Supreme Court was made in 1884, and he also became the first President of the State Board of Conciliation. Outside his profession, when in health, his advocacy was frequently sought and freely given in connection with matters of public interest, among those to which he devoted special attention being the subjects of trades unions, education, and the treatment of criminals, concerning each of which he published several valuable pamphlets and other papers. He has also been distinguished by the encouragement he has given to healthy outdoor recreations. As a young man, he was an adept with the rifle, rod, gun, and cricket bat. He was an enthusiastic volunteer, at the Adelaide review of 1864 his rank being that of Captain, and his company numerically the third highest of the whole. It is, how-

ever, as a yachtsman that Sir Henry has most excelled. He built and sailed four boats at Port Adelaide, of which the "Zephyr" and "Wanderer," particularly, became known far and wide. In 1888 he published a charming volume of "Reminiscences" dedicated to the South Australian Yachting Club, of which he was one of the founders, and, for many years, the Commodore. Ill-health, which had arrested Sir Henry's work on previous occasions, compelled his retirement from the Bench in 1904, and he received the honour of knighthood in the following year.

J. G. RUSSELL, I.S.O., Commissioner of Insolvency, etc. The Imperial Service Order was established by His Majesty King Edward to strengthen the Public Service throughout the Empire, by conferring a distinction for lengthy and valuable service, the selection being according to merit; and when the honour came to Mr. Commissioner Russell the appropriateness of the choice was universally recognized. Mr. James George Russell was born at Richmond, Surrey, England, on March 28, 1848, and came to South Australia in 1860. He received his elementary education in the old country, and completed it in this State, afterwards serving his articles



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HIS HONOR MR. J. G. RUSSELL.

partly at Wallaroo with Messrs. Emerson & Bloxam, completing at Mount Gambier with Messrs. Burton & Bloxam. Mr. Russell was admitted to the Bar in 1873, and

entered into the practise of his profession with the late Mr. Rupert Ingleby, Q.C. In 1878 he became Acting-Master of the Supreme Court, and on the death of Mr. Hinde was appointed Master, and occupied the position until November, 1884. He also performed the duties of Registrar of Companies, Registrar under the Trades Union Act, and Registrar of the Vice-Admiralty Court. For some time he was Acting-Registrar of Probates, and afterwards became the first Commissioner of Inland Revenue. In November, 1884, Mr. Russell received the appointment of Commissioner of Taxes under the Act of that year, by which land and income taxes were imposed, thereby inaugurating a new system of direct taxation. The task of bringing this new system into operation was a great responsibility, but the difficult work of setting the machinery in motion was performed by Mr. Russell with singular ability. When the Stamp Duties Act was passed in 1886, he had the further duty of carrying out its provisions, as the first Commissioner of Stamps. In August, 1889, Mr. Russell was appointed to the offices of Commissioner of Insolvency and Special Magistrate to the Local Court at Adelaide while still retaining his office as Commissioner of Taxes and Commissioner of Stamps. In these capacities, by his clearness of judgment and absolute impartiality, he has rendered distinguished service. He became President of the State Board of Conciliation when that position was resigned by Mr. Justice Bunday, and for some months he acted as Judge of the Supreme Court with dignity and ability. Mr. Russell has actively interested himself in the Public Service Association from its commencement, and filled the office of member of the Council, Vice-President, and President. He also gave willing and valuable support to the Teachers' Superannuation Fund, and is a member of its Board of Management. The title of I.S.O. was conferred upon him in November, 1903, and it was the only birthday honour of the year that came to South Australia. Mr. Russell was married in 1875, to a daughter of the late Capt. France, who was a well-known and respected colonist in the early days, and has a family of four daughters and three sons.

CHARLES JAMES DASHWOOD, K.C., Crown Solicitor of South Australia, is a son of the late Captain Dashwood, of the Royal Navy, who came to South Australia in 1841, and took up land in what was then the virgin forest.



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MR. C. J. DASHWOOD.

To the picturesque locality in which he settled, south-east of "Eyre's Flat"—so named after the explorer Eyre, who afterwards became Governor of Jamaica—the retired captain's name was given. Through "Dashwood's Gully" the road from Adelaide, through Clarendon to Port Victor, winds its way, and its loveliness has delighted thousands of travellers by motor car, cycle, and other means of conveyance who have taken that route. Near the roadside, at the upper end of the valley, may be seen the rural paradise planned and planted by the Captain, and where his son was born. Captain Dashwood held several important offices under the Government, and had the honour of being a nominee member of the first Legislative Council, which was constituted in 1843. Mr. Charles James Dashwood was educated at St. Peter's, and afterwards at the University of Ghent. After returning to South Australia, on the completion of his University course, he engaged for some time in pastoral pursuits, but did not find the occupation satisfying, and determined to enter the legal profession. He served his articles with Mr. (afterwards Sir) W. H. Bunday, who was at that time practising as a solicitor.

tor, and with whom he entered into partnership at the close of his term. This relation continued until 1884, when, Mr. Bunday being elevated to the Bench, the practice fell entirely into his hands. His entry into political life took place in 1887, when he was elected to the House of Assembly as a representative of the District of Noarlunga; and he held that position until 1892, when he was appointed to the onerous and responsible position of Government Resident in the Northern Territory. With this office was combined that of the Judgeship, and it speaks volumes for Mr. Dashwood's physical stamina, as well as resourcefulness, that he should have continued at his post, enduring the enervation and discomfort of a tropical climate, and discharging the multifarious duties devolving upon him as the bearer of authority, the guardian of law and order, and the representative of the Crown at an isolated outpost of civilization, for the long period of thirteen years. Port Darwin has very great strategic value; and the Northern Territory, of which Palmerston is the capital, will some day be an important possession; but, thus far, its history has been a long tale of discouragement. The miscellaneous population of the country, difficulties with the aborigines in the hinterland, and natural conditions during the greater part of the year combine to make a prolonged residence anything but desirable, and judicial duties frequently irksome. Nevertheless, Mr. Dashwood retained his appointment until 1905, when he returned to Adelaide, and occupied the position of Crown Solicitor. In July, 1906, he was appointed King's Counsel. He still owns the Parkhurst Estate at Dashwood's Gully, and is a member of the Adelaide and Naval and Military Clubs.

JAMES GORDON, Police Magistrate, Visiting Justice of the Adelaide Gaol, Chairman of the Licensing Bench, of the Wages Board, and Public Debt Commission; also member of the Central Board of Health, was born at Glasgow, Scotland, in October, 1856, and is a son of the Rev. James Gordon, who was for many years pastor of the Gawler Presbyterian Church. He came to South Australia with his parents in his childhood. He was

educated, principally, by the same masters as his brother, the Hon. Mr. Justice Gordon, receiving instruction for some years from the Rev. Thomas Smellie, and afterwards, at St. George's School, of which Mr. L. H. Burton was the Head Master. In other respects he followed the example of his brother somewhat closely, for he became engaged in the milling trade, and continued for six years in that business, the time being spent first in Gawler and afterwards at Port Adelaide. He showed a similar preference when the choice of a profession had to be made, and in his turn became articled to Mr. J. J. Bonnar, of Strathalbyn, but after a short period his articles were transferred to his brother, who had become a solicitor, and he was called



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MR. JAMES GORDON.

to the Bar in 1881. Mr. James Gordon entered upon the practise of his profession at Port Adelaide, whence he removed to the North, where he practised at Port Augusta and Port Pirie. He resided at the latter town for eight years, during which he actively interested himself in municipal affairs, and became Mayor of the Corporation. In 1890 Mr. Gordon joined the firm of Gordon, Nesbit, & Bright, with whom he continued in connection until he received the appointment of Stipendiary Magistrate at Port Adelaide in 1892, with charge of the courts of the Midland District, which necessitated his relinquishment of private practice altogether. During the same year Mr. Gordon

was appointed Police Magistrate for the City of Adelaide, a position of great trust and responsibility. To him, aided by a vigilant police force, is very largely entrusted the moral welfare of the City, and Mr. Gordon has already proved "a terror to evil-doers, and a praise to them that do well."

THOMAS GEPP, Special Magistrate of the Local Court and the Police Court of Port Adelaide, and of seventeen other Local and Police Courts, was born in Adelaide in July, 1852. He is the third son of the late Mr. Thomas Gepp, who came to South Australia in the year of its foundation, 1836, and practised as a veterinary surgeon until his death in 1899 at the ripe age of eighty-four. He received his early education at a school conducted by Mr. Hare in Angus Street, and afterwards became a scholar at Whinham College, North Adelaide. On leaving school he took a situation in the office of Messrs. J. & G. Downer, and afterwards was engaged by the firm of Stow, Bruce, and Ayers as common-law clerk. These preparatory steps towards the legal profession were followed by his becoming articled to Mr. W. H. Wadey, from whose office he was transferred to that of Messrs. Fenn & Hardy, where he finished his articles, and became managing clerk. Mr. Gepp was admitted to the South Australian Bar in 1882, and at once commenced to practise on his own account. He succeeded in establishing a large connection as solicitor and proctor, and had also an extensive practice in the Local Insolvency Court and Supreme Courts, which he held until he received his present appointment. In common with many others who have taken an active and prominent part in civic and political affairs, Mr. Gepp first won his spurs in Literary Society debates. He was a member of the Trinity Church Literary Society, and also of the first Union Parliament in 1884, which included so many men who have since become well known in public and professional life. In that organization he became Premier in 1885, succeeding the Hon. J. G. Jenkins, and held the position for upwards of a year, when he was obliged to withdraw, owing to the pressure of his professional engagements. He always retained his interest in such societies, and has frequently been called upon to act

as judge at their competitive debates and tournaments. Mr. Gepp is also a member of the Masonic fraternity, his mother Lodge being the Lodge of Emulation, Norwood. While residing in Norwood he was elected as a member of the Municipal Council



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MR. THOMAS GEPP.

at a by-election in 1887; the following year he was returned as Mayor by a very large majority, and in 1889 was re-elected without opposition. His two years' term of service were distinguished by the installation of the town clock—the gift of Sir E. T. Smith—in its tower, and the extension of the deep-drainage system from Kent Town to Norwood. Mr. Gepp was married in 1883 to Florence Victoria, daughter of the late Mr. John Rounsevell, and he has a family of one son and three daughters. His present residence is Barnard Street, North Adelaide.

WILLIAM JOHNSTONE, S.M., was born at North Adelaide on March 8, 1843. He was educated at the Albert House Academy, conducted by Mr. Francis Haire, B.A., at the establishment of Mr. J. L. Young, and at St. Peter's College. He was engaged for several months on the staff of *The Advertiser*, on the recommendation of Mr. Thomas King, one of the proprietors of that paper, received an appointment as clerk in the office of the Official Assignee in January, 1866, and in December, 1870, was promoted to the chief clerkship. He held that position until April, 1882, when he became Clerk of the Adelaide Local Court.

The mental grasp which Mr. Johnstone has displayed on certain important occasions distinguished him in the earlier stages of his career, and the perfect system of bookkeeping in the Adelaide Local and Insolvency Courts is very largely the outcome of his knowledge, experience, and general ability. His index to the Local Courts Act and the rules and forms of the Local Courts when published received high commendation from both the legal profession and the Press. In September, 1902, Mr. Johnstone was appointed a Special Magistrate of the province and Stipendiary Magistrate of the Local Court of Port Adelaide, together with the other Courts attached to that district. In the following year his name came prominently before the public in connection with the prosecution in the Police Court of Port Adelaide of a number of seamen belonging to the crews of several steamships who abruptly refused duty. In the case of the "Aramac's" men, whom he ordered to be imprisoned, the Supreme Court was appealed to because of his refusal to state a case for its opinion on the ground that the objection raised was frivolous. The result was a most emphatic endorsement of his judgment by the Full Court. This was a critical instance of the manner in which Mr. Johnstone's knowledge of the law and sound judgment were illustrated by his dealing with the cases that came before him. The imprisonment of the "Innamincka's" men, the discussion which followed, and the action taken in harmony with his recommendation, may be quoted in this connection. At a subsequent period the stand he took in reference to the crew of the foreign ship "Vondel" led to a lengthy correspondence and assumed an aspect of serious international importance. The complaint of the Netherlands Government that the South Australian authorities "had refused to grant the assistance which the law permits in arresting and sending back seamen who leave without permission vessels to which they belong," formed the subject of a report to the Imperial Government by the Lieutenant-Governor, Chief Justice Way. His Honor, with Mr. Justice Gordon, at that time Attorney-General, fully and strongly endorsed the action of Mr. Johnstone under the circumstances described, in positively refusing to have the men arrested and imprisoned as demanded, maintaining that

he had correctly interpreted the law, and that there had been no breach of the Consular Convention between Great Britain and the Netherlands on the part of the South Australian Government. Numerous cases under "The Workmen's Compensation Act" and "The Customs Act," which excited much public interest, were dealt with by Mr. Johnstone at Port Adelaide, and he was fortunate in gaining a large amount of credit for the clear perception of the law he exhibited, and the manner in which he satisfactorily solved many of the difficult problems submitted to his decision. On the retirement of Mr. H. C. Swan, at the close of June, 1904, Mr. Johnstone was placed in charge of the Local Courts of the Mount Gambier District, including the special Magistracy of the Court of Insolvency there. His departure from Port Adelaide was made the occasion of a public farewell of a highly complimentary character, and his welcome at the principal town of the South-East was correspondingly enthusiastic. Mr. Johnstone is Returning Officer for the electoral district of Victoria and Albert, Representing Officer to the Destitute Poor Department, Visiting Justice to the Mount Gambier Gaol, and member of the Mount Gambier Licensing Bench. He married a sister of the late Mr. John Cherry, who occupied



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MR. WILLIAM JOHNSTONE.

the position of Official Assignee for many years, and has a family of five daughters and two sons, one of whom—Mr. William

Johnstone—is Locomotive Inspector in the Railway Department, and the other—Mr. Edward Astley Johnstone—is a member of the well-known firm of electrical engineers, Unbehau & Johnstone, Adelaide and Perth.

ALEXANDER BUCHANAN, the Master of the Supreme Court, who holds a plurality of offices in the Government service, is the eldest son of the late Mr. Alexander Buchanan, of Anlaby, near Kapunda, and was born there in 1848. His father was one of the early colonists, having come to South Australia in 1839. He was educated at St. Peter's College, Adelaide; Hofwyl, Switzerland; and Glasgow. For some years Mr. Buchanan carried on an extensive auctioneering and stock business in conjunction with the late John W. Gleeson, of Clare, and it was not until 1879 that he applied himself to the study of the law. Admitted to the Bar in 1884, he shortly afterwards entered the office of the late Honourable Charles Mann, then Crown Solicitor, with whom he remained associated, latterly in partnership, until the death of that gentleman. Mr. Buchanan entered the Civil Service in August, 1891, when he was appointed Stipendiary Magistrate at Port Adelaide. In the following month the office of Master of the Supreme Court became vacant, and



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Mr. ALEXANDER BUCHANAN.

the Government selected Mr. Buchanan for the position, which he has now held for fifteen years. It has been recorded that his unflin-

g courtesy, natural ability, legal acumen, firmness, and impartiality eminently qualified him for the post. There can be no truer evidence of confidence than frequent calls to onerous work, and Mr. Buchanan has had it in his numerous appointments on Boards that have dealt with matters relating to the Public Service. Among the duties he discharges are those of Registrar of Probates, in which capacity he administers the Succession Duties Acts, Registrar of Companies, Trades Unions, Industrial, and Provident Societies, Registrar in Admiralty, Registrar of the State Board of Conciliation, and District Registrar to the High Court. From the time of entering the service, Mr. Buchanan has evinced a deep interest in all matters affecting the welfare of public servants, and was for two years President of the Public Service Association. He was one of the founders and the first Chairman of the Public Service Provident Fund, established in 1893. Impressed with the unsatisfactory state of affairs resulting from the abolition in 1881 of retiring allowances, Mr. Buchanan devoted much attention to the matter of superannuation. Years of effort on the part of public servants culminated in the Public Service Superannuation Act, 1902, drawn by him; and he has been, since its inception, the Chairman of the Board of Management of the Fund established under that Act.

FREDERICK WILLIAM RICHARDS, LL.D., Associate to the Right Honourable Sir Samuel J. Way, Chief Justice of South Australia, was born at Gawler, South Australia, on October 3, 1869. His father was the late Rev. William Richards, an ex-President of the South Australian Conference of the Bible Christian Connexion (now merged in the Methodist Church of Australasia.). At the early age of thirteen, the subject of this memoir was sent to England for his education, and, for several years, resided at the Bible Christian Connexion College at Shebbear, North Devon, for the last three years as a junior master. He gave up teaching in 1891 to enter the legal profession, and was articled with a well-known firm of solicitors in Exeter, Messrs. Ford, Harris, & Ford, spending the last year of his term in the celebrated London office of Messrs.

Field, Roscoe, & Co. Whilst serving articles and passing the ordinary solicitors' examinations, Dr. Richards also read for the London University degrees, graduated LL.B. with honours in 1894, and was one of two successful candidates for the much-prized Doctor of Laws degree in 1896. He was admitted as a solicitor of the Supreme Court of Judicature (England) in the same year, and returned to South Australia, where he was admitted as a practitioner. Having spent two years in the office of Messrs. Symon, Bakewell, Stow, & Piper as a managing clerk, and two years in the office of Messrs. C. C. Kingston and McLachlan in the same capacity, Dr. Richards was, in 1901, on the death of the late Major H. B. Taylor, appointed to his present position



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Mr. FREDERICK WILLIAM RICHARDS.

as First Associate to their Honours the Judges and Clerk of Arraigns, and, in 1903, to the additional office of Chief Clerk of the Supreme Court. In the latter capacity he has on several occasions, during the absence on leave of Mr. Buchanan, performed the duties of Master of the Court and Registrar of Probates. Dr. Richards has also had considerable experience in the office of Private Secretary at Government House, acting in that capacity throughout Sir Samuel Way's long administration as Lieutenant-Governor in 1902-3, and on several other occasions. Outside his professional and official duties Dr. Richards has interested himself in Literary Society and Church work.

Men of Mark.

This work is very largely biographical as well as historical and descriptive in its character. Its purpose, in part, is to preserve in a convenient form, and as completely as practicable, permanent records of men who are or have been builders of the State and actively engaged in its affairs. Such records must necessarily enhance the interest that is felt in the events which have transpired and the movements still in progress. They bring a human element into the general account, and show the influence of private personality in public affairs. South Australia, from its very inception, has been rich in the talents, energy, and general capacity of the men who have identified themselves with its fortunes, and who have attained prominence among its sons. Names worthy to be kept in perpetual remem-

brance are to be found connected with every stage of its history, the laying of the plans, the execution of them, and the expansion that followed. They adorn every department of national life—political, industrial, commercial, educational, philanthropic, religious, and so on. No appraisal of their respective services can be attempted. In most cases throughout the pages of this work biographies are associated with some appropriate subject, but exact classification is often difficult. He would be either very rash or extremely bold who arranged anything like an order of merit. The grouping does not indicate what is liable to be so invidious as a suggestion of precedence. The place that should be properly assigned to the numerous men of mark must be left to the reader's own estimation.

The late **GEORGE FIFE ANGAS**. South Australia was founded by a group of able and earnest men, to whom pecuniary gain was by no means the principal object, but who combined philanthropy and social science with statesmanship, and commercial enterprise with an ardent desire to benefit their fellow-men. In his "History of South Australia," Mr. Edwin Hodder says:—"Edward Gibbon Wakefield was the first to set forth the principles of the new form of colonization; Mr. Gouger, the Secretary of the South Australian Association, took up the idea and worked it into practicable shape; Colonel Torrens brought experience and influence to bear to make the scheme popular, and ensure its acceptance by the Government; while Mr. George Fife Angas made the working of the Act of Parliament possible." To this discriminating summary should be added the further facts that Mr. Angas not only made the project possible, but did more than any other single individual to carry it out. He identified himself with its interests, devoted his time and fortune to making it a success, himself became a colonist, and for many years aided in rearing a superstructure on the foundations he had helped to lay. George Fife Angas was the seventh

child and second son of Caleb Angas, a shipowner and carriage-builder at Newcastle-on-Tyne. He was born on May 1, 1789, and from earliest infancy was subject to the influences which moulded his character and career. His ancestors had been exiled from Scotland many generations previously as a result of religious persecutions, which had the usual effect of confirming and intensifying their convictions; hence the household of Caleb Angas was of a somewhat austere and puritanical type, in which devotion to duty and fidelity to principle were developed to a high degree. At the age of thirteen, George Angas, having declined to study for the law, became apprenticed to his father, and applied himself to learning the trade of coach-building with such earnestness that he is said to have acquired in three years as much efficiency as was usually gained in seven, and after two more years' experience, one of which was spent in London, he became overseer of his father's factory, having qualified himself for the position. Partnership in the concern followed, and partly as a result of his active share in its management the business grew and prospered. The demands of a large and increasing foreign business compelled Mr. Angas to remove to London about the year 1824, and

the step brought him into closer touch with several important movements. The prospect of establishing a British colony in Southern Australia warmly interested him, and from the time it took shape he was one of its most active supporters. The advocacy of the scheme was at first in other hands, but when he became directly connected with it he threw himself with so much energy and judgment into the work that he shortly became, in fact, the leader of the enterprise. The activity displayed by Mr. Angas as a member of the South Australian Association led to his being appointed on the re-organized Board of Commissioners when the Act of Parliament had been obtained. He at once saw the difficulty that was imposed by the stipulation that no active operations should be taken until a certain amount of land was sold, and suggested the only way out. When events proved that he was correct, land sales having practically ceased, it devolved upon him to prove that his proposal was feasible. It included the formation of the South Australian Company, of which, being the originator, he was necessarily Chairman. The Company purchased unsold land to the requisite amount, and then set free the Commissioners' hands. According to the history of South Aus-

tralia in its early stages, and the biography of Mr. Angas at this point are simply two versions of the same story. From a very early period Mr. Angas had a remarkable faculty for promoting associations of various kinds, financial, philanthropic, and religious. He began before he was twenty years old by forming the Benevolent Society of Coachmakers at Newcastle, which was a sort of benefit society on a small scale, being also designed to foster habits of economy and temperance. This was followed by a host of others, too numerous to particularize. The Newcastle Sunday-school Union was one that exercised great influence in the North of England. The British and Foreign Seamen's Society was another of even greater breadth and mightier power. He held strong views on the possibility of linking business with religion, and projected in 1825 an organization of which the mere title is a prospectus—"The Society of Promoting Christianity and Civilization through the Medium of Commercial, Scientific, and Professional Agency." Holding and advocating such views Mr. Angas was naturally brought into close contact with some of the great reformers of his time, including Wilberforce, Zachary Macaulay, Butterworth, Buxton, and other anti-slavery champions. For years he fought the battle of the oppressed Indians of Honduras and Mosquito Coast, until he gained a signal victory on their behalf against heavy odds. Such institutions as the Bible Society, missions to the heathen, and Sunday-schools always had his strong and steady support, and philanthropies of all kinds were certain to secure his aid. Of his services in this department only the barest suggestion can be given. The success Mr. Angas achieved as a merchant, and his flotation and management of the South Australian Company, illustrate his business capacity. To his wide range of observation, and his patriotic regard for British interests, the Empire owes its possession of New Zealand. He ascertained that it was about to be annexed by another European Power, and promptly communicated the information to Lord Glenelg, the Colonial Secretary, accompanying it with a strong representation of the danger of delay. It was due to him that the British flag was hoisted on the

island, only just in time. Almost immediately after South Australia was open to receive immigrants, Mr. Angas' sympathies were engaged on behalf of a large number of Germans, who were compelled to leave their country through religious persecutions. He facilitated their movements, and sent out his confidential clerk, Mr. Flaxman, who spoke German, to arrange their settlement. Mr. Flaxman made large and unauthorized purchases of land on his own account, which well-nigh ruined Mr. Angas, and eventually led to his removal to South Australia, where he arrived in 1851, taking up his abode at Lindsay Park, near Angaston. A new Constitution reached South Australia in the same vessel as Mr. Angas, and under its provisions he was elected member for



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MR. GEORGE FIFE ANGAS.

Barossa in the Legislative Council, a position which he held for several years. From the time of his arrival he identified himself with the life of the new land for which he had done so much, and was actively interested in its political, religious, philanthropic, and social affairs, until his death on May 15, 1879. Mr. Angas was married to Miss Rosetta French when he was twenty-three years of age, and had a family of three sons and four daughters. One of the sons, George French Angas, acquired much fame as an artist; and another, John Howard Angas, was his father's representative while living, his worthy successor in many departments, and as both pioneer and philanthropist won indepen-

dently imperishable renown. Of the daughters, one died in infancy; another married Mr. Johnson, a solicitor, and continued to reside in England; the other two, Mrs. Evans and Mrs. Johnson, who afterwards became Mrs. Hannay, came to South Australia, and made their home near Angaston.

The late JOHN HOWARD ANGAS. The title of "Australia's greatest philanthropist" has been applied to John Howard Angas, and it is in this relation to the country where he spent three-fourths of his life that he will be longest remembered; but he was also one of its most prominent and successful pastoralists, in which capacity he amassed a private fortune while advancing the public good. He was born at Newcastle-on-Tyne on October 5, 1823, being the fifth child of his parents, and their second son. While still in his infancy the family removed to Ilford, in Essex, near London. During his boyhood and youth there were several changes in the family residence, the effect of which was that his education was obtained at several different establishments. He made good use of his opportunities, and acquired a substantial equipment for his after-life. At about seventeen years of age John Howard entered his father's office in London, and must have been not only steady and trustworthy, but capable beyond his years, for before he was twenty his father commissioned him to proceed to South Australia in order to look after his interests there. The position at that time was perplexing if not alarming, for Flaxman's large land purchases were exhausting the resources Mr. G. F. Angas had at command, and bringing in very little return for the outlay. Hence the responsibility that was laid on a lad who was not yet twenty-one was exceedingly heavy. From the very outset Mr. Angas faced the situation bravely, and did his utmost to earn the commendation of his father. Within a few days of landing he made his way to "the surveys," as the country was called, which it was his chief business to utilize, and energetically set to work. An area of land enough for a principality had to be managed, and the task was sufficiently formidable. A little of it was sold or leased, some of it farmed, but the principal portion of it was devoted to grazing

purposes. He succeeded so well that the family fortunes, which had been severely shaken, were rehabilitated by his efforts, and when his father came to South Australia there was a princely estate waiting for him in good order and condition. Mr. Angas' ventures on his own account were not less successful. His earliest enterprise was partnership with Mr. A. B. Murray in a sheep-run on the Murray flats. He formed a cattle station in 1855, which eventually covered an area of more than seventy square miles. To receive surplus stock other stations were acquired further north, and in 1882 these Northern properties, with 70,000 sheep, 9,000 cattle, and 1,000 horses, were disposed of to the Willowie Land and Pastoral Company for £310,000. In 1871 Mr. Angas had purchased the Hill River Estate, comprising 55,000 acres, from Mr. C. B. Fisher. At a later period he purchased the Point Sturt Station on Lake Alexandrina for his famous herd of shorthorn cattle. There were other freeholds in various parts, and the Northern runs, of which he became lessee, covered nearly 11,000 square miles. As a pastoralist, Mr. Angas undoubtedly strove to benefit the country while promoting his own interests. He perceived very early, and held very tenaciously to the belief, that in improving the breed of stock he was acting as a public benefactor, and advancing his own interests at the same time. To do this he spared no pains, and thought but little of the initial expense. The stud animals he imported were the best of their class, and he showed that he had the courage of his opinions when he paid the record price of 1,100 guineas for the ram "Hercules." The result was that the Clydesdale horses bred by Mr. Angas, the Durham and Hereford cattle, the Merino and Lincoln sheep, became known all over Australia. The number of prizes they won was phenomenal, and the increase of national wealth they brought must have been enormous. While Mr. Angas was most noted for his achievements in this department, he had many other irons in the fire. He was an agriculturist and horticulturist. At one time his dairying operations were sustained by a herd of 500 milch cows. He was largely interested in ostrich-farming, and the Cement Works at Brighton, and a carriage factory at Meadowbanks on the Paramatta, in New South

Wales, must be added to the list. Mr. Angas had a strong sense of responsibility for the use of the wealth which came into his control, and this impelled him to devote a large proportion of it to charitable and philanthropic enterprises, his actions proving that he had special interest in the extension of missions and the welfare of the young. He gave between forty and fifty thousand pounds to Dr. Barnardo's "Homes"; was President of the British and Foreign Seamen's Society, founded by his father, in succession to Lord Brassey; and largely contributed to missionary operations in several parts of the world. The Angas Industrial Mission in New Guinea was one of his enterprises, and shortly before his death he gave a further sum of £10,000 for mission work in that



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MR. JOHN HOWARD ANGAS.

island. The class of Chemistry he founded at the Adelaide University, the facilities he provided for wool-classing at the School of Mines, and the Angas Engineering Scholarship are illustrations of his interest in education. He was President of the local branch of the Bible Society, gave a Testament with the Queen's autograph on the occasion of her Jubilee to every day-scholar in South Australia, and supplied each member of one of the South Australian Contingents with a Bible. Almost every charity in South Australia received aid from his purse. He founded the Bushman's Club and the Belair Retreat. The Angas Missionary Training College, the

Angas wings at the Children's Hospital, Home for Incurables, and Semaphore Convalescent Home, and the Angas Home for Deaf Mutes at Parafield are monumental records of his generosity, which was far wider than this enumeration. Mr. Angas established his home at Collingrove shortly after his marriage, and built a church near by, the services of which, as well as in other churches, he personally sustained, and there he taught a Sunday-school class for very many years. He continued his active life until he was nearly 80 years of age, but repeated attacks of illness so weakened him that his journeys then had to be curtailed, and he died somewhat unexpectedly at Collingrove on May 17, 1904. Had Mr. Angas cared for public life he would have probably occupied a more conspicuous position in the public mind, but though a member of the House of Assembly for several years, and of the Legislative Council for six, he always declined office. In the sphere of politics his usefulness was in deeds rather than words. Mr. Angas married Susan, daughter of Mr. Collins, of Bolton, Lancashire, England, and her maiden name suggested the title of his home. He had two children—Mr. Charles H. Angas, of Lindsay Park, and Mrs. George Bazley White.

The late Sir HENRY AYERS, G.C.M.G. Sir Henry Ayers, who won the reputation of being one of the best administrators and organizers that ever served the State of South Australia in the political arena, was born at Portsea, England, on May 1, 1821. His education was carried on with a view to his entering the legal profession, and on his arrival in South Australia at nineteen years of age he began practise of the law in the office of the late Mr. J. H. Richman and the late Sir James Hurtle Fisher. Five years later he was appointed Secretary of the South Australian Mining Association, a position he retained for many years. His investments in the Burra Burra Copper Mine about this time were brilliantly successful, and his reputation as a financier soon stood very high, as success followed success in his large enterprises, and his sphere of influence became greatly enlarged. To his foresight, penetration, and commercial courage we owe many of the flourishing business institutions of to-day. Conspicuous

among these is the Savings Bank of South Australia, of which he was a trustee for forty years and Chairman of the Board for a lengthy period up to the date of his demise. He was a Director of the Bank of Australasia for three years—from



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SIR HENRY AYERS.

1862 to 1865, one of the founders of the Bank of Adelaide, Director and Chairman for a term of the South Australian Board of the Australian Mutual Provident Society, Chairman of Directors and a large shareholder in the South Australian Gas Company, for thirty-five years Governor of the Botanic Gardens Board, first President of the Old Colonists' Association, and member and Treasurer of the University Council. His long, useful, and stirring political career began in 1857 with his election as the youngest member in the Legislative Council, and closed in 1893, upon his retirement from public life, at the age of seventy-one, full of years and honours. During these thirty-six years he was connected with eleven Ministries, in seven of which he held the Premiership. The collapse of the Dutton Ministry through Sir Henry's resignation on account of difficulties raised by the Upper House at his representation of the Government in the Legislative Council without portfolio, and the subsequent appeal of Governor Sir Dominic Daly to Sir Henry, by whom a reconstruction of the same Ministry was effected not a fortnight later, is a matter of political history in South Australia. The years between 1863 and 1874 were those

when his political responsibilities were most pressing and numerous. His non-borrowing principles were of considerable influence in restricting the extension of the national debt. He was a strong opponent of the Stamps and Succession Duties Bill introduced by the Boucaut Ministry in 1873. In 1866 Sir Henry was gazetted an "Honourable"; on December 5, 1872, following the dignity of C.M.G., which had already been conferred upon him, he was created K.C.M.G., in recognition of his occupying the post of Premier at the date of the completion of the Transcontinental Telegraph Line; and in 1894 he received the high distinction of the Grand Cross of the Order of St. Michael and St. George, being one of the only two South Australians to receive this honour. As a representative of South Australia in intercolonial conferences on various occasions Sir Henry ably upheld the interest and honour of the State. The first of these, in 1863, was for the consideration of the subject of uniform tariffs and Customs duties and their distribution. Another the following year, held at Melbourne, dealt with the transportation of criminals from the United Kingdom. Again, in Melbourne in 1867, he was among the delegates met to consider the ocean postal question; and in 1873 and 1877 Sir Henry was again chosen, in conjunction with a second delegate on each occasion, to represent South Australia in intercolonial conferences at Sydney. With the death of Sir Henry Ayers, which took place on June 11, 1897, South Australia lost a citizen of advanced principles and progressive enterprise, a politician of dignity, ability, and unswerving rectitude and impartiality; and a gentleman of culture, benevolence, and courtesy.

The late Honourable Sir JOHN COLTON, K.C.M.G., a leading politician and man of commerce in South Australia, was born in Devonshire in 1823, and came to Adelaide with his father when sixteen years of age. After being engaged in various commercial pursuits he established a small business in 1842 which was the nucleus of the prosperous wholesale concern now known as John Colton & Co., wholesale harness and hardware merchants. This reached such proportions that a few years ago it was floated into a limited liability company, Sir John re-

taining an active connection with the business until 1883, when he retired. In 1859 the gentleman under review was elected Alderman of the City of Adelaide; three years later being returned at the head of the poll to the House of Assembly for the constituency of Noarlunga, whose suffrages he continued to represent during the whole of his valuable political career. In 1868 he became Commissioner of Public Works in the Strangways Ministry, and during the two years that he held this portfolio displayed remarkable administrative ability. He lost his seat for one Parliament through supporting a uniform land tax of a half-penny per acre, in loyal adherence to the wishes of his colleagues, but was returned again at the succeeding elections. In June, 1876, Sir John Colton was requested to undertake the onus of political control, and held the Premiership for sixteen months, when he was succeeded by the Boucaut Government. In the following August, owing to failure of health, he resigned his seat, and went for a lengthened trip round the world in order to recuperate. Upon his return to the land of his adoption he became a member of the House of Assembly in the Parliament of 1881; and in June of that year, owing to the retirement of the late Sir William Morgan, was sent for by the Governor to form a



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Adelaide.

HON. SIR JOHN COLTON.

new Cabinet, but on account of ill-health was reluctantly obliged to decline. By his suggestion the task was entrusted to Sir J. C. Bray. A sec-

ond trip to Europe had the effect of establishing Sir John's health, and upon his return to South Australia he once more took his seat, this time upon the Opposition benches, this change of position being attributable to his strenuous resistance to a Property Tax Bill supported by Sir John Bray. He was successful in carrying a want-of-confidence motion, and while in power induced Parliament to inaugurate what he considered a more equitable land and income tax. In 1885 Sir John Colton's Ministry was succeeded by the Downer Government, and two years later he finally retired from the political arena. In 1892 he received the distinguished Order of K.C.M.G. Sir John Colton was a warm supporter of religious and charitable work, and his services as a prominent member of the Wesleyan Methodist Church will long be remembered. He laboured as a Sunday-school teacher and Superintendent, and "round his name are gathered deep feelings of venerable regard."

The late Sir SAMUEL DAVENPORT, K.C.M.G., LL.B., who was descended from an ancient Cheshire family, was born at Sherburn, Oxfordshire, England, on March 5, 1818. He was the fourth son of the late George Davenport, of Oxford, banker, whose wife was Jane Devereux, a daughter of Mr. Joseph Davies, of Mineweare, Pembrokeshire. After completing his education, Sir Samuel spent the greater part of his early manhood in travelling, and visited most of the southern parts of Europe. The marine experience was of value afterwards when he was a pioneer in the bush, because of the general handiness it developed; while the insight that was obtained into the method of profitably cultivating the vine, olive, almond, mulberry, and citron-trees generally proved of at least equal advantage in other ways. His brother, Mr. G. F. Davenport, who visited South Australia in 1839, purchased a special survey, which he named Macclesfield, and after he returned to England Sir Samuel decided to seek his fortune in the new country. He arrived in 1843, and proceeded to the Macclesfield district, where he was one of the earliest settlers. His first venture was in sheep-farming, and he experienced a full share of the fluctuations which befell pastoralists in the early years. His

stock and acreage expanded, and his energy led him to break up new ground. He was one of the first to cross the Murray and begin operations in the South-East, but the coastal disease and attacks from aborigines caused heavy losses. His courage and determination, however, brought ultimate success. Sir Samuel had the qualities of the hardy pioneer. His journeys extended to the north and north-east, as well as in the south; and in 1859, in the party led by Major Warburton, he explored much of the country between Streaky Bay and Lake Gairdner, as well as the Gawler Ranges. The greater part of Sir Samuel's political life belongs to past history. He was one of the four non-official members, nominated to the Legislative Council by Gover-



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SIR SAMUEL DAVENPORT.

nor Robe, who asserted their independence, and made effective their opposition to the proposed royalty on minerals by walking out of the Chamber and rendering the transactions of business impossible, there being then no quorum. It was he, also, who led the attack against the State-aid-to-religion proposals, which caused such violent agitation. He was also one of the four non-official members of the enlarged Council which passed a Constitution Act, having been appointed in 1855 by Sir R. G. MacDonnell, but resigned, and was elected as a member of the first Parliament when responsible government was introduced in 1857. Sir Samuel was Commissioner of Public Works in the first

Ministry that was formed, and afterwards held the same position in the Torrens Ministry. Great though the services which he rendered in that capacity were, they were eclipsed by services performed in other fields. Viticulture, horticulture, sericulture, and other industries contributory to the national wealth owe very much to his public-spirited interest in them, wide knowledge, and persevering efforts. The vineyard which he founded on the beautiful site overlooking the Adelaide plains, and appropriately named Beaumont, is only one of his witnessess. It was there that the first good olives of the French variety ever planted in South Australia were put in by him. They were in the form of truncheons, and were imported by the South Australian Company. In 1873 he read a paper before the Chamber of Manufactures, entitled "Should Silk Culture be Encouraged?"—one result of which was the planting of the right kind of mulberry-trees for that purpose, and another a vote of £500 by Parliament to foster the industry. It was, however, in the domain of making the resources and capabilities of South Australia more widely known that Sir Samuel's activity was most conspicuous. He was Executive Commissioner of South Australia at the London International Exhibition of 1861, Philadelphia in 1876, Sydney 1879, and Melbourne 1880. He discharged the same duty at the Indian and Colonial Exhibition in 1886, and was one of the most active members of the Adelaide Jubilee Exhibition of 1887. None of these appointments were merely nominal, and in each case a large amount of responsibility was cheerfully undertaken and faithfully discharged. Local appreciation of his efforts was attested by testimonials, and the honour of Knight Bachelor, which came from Her Majesty the Queen, was followed by that of K.C.M.G. in 1886. He was also awarded the degree of LL.D. by the Cambridge University. The knowledge acquired by Sir Samuel Davenport of the producing industries with which he was most closely identified was freely placed at the service of the local organizations, and he held the positions of President of the South Australian Branch of the Royal Geographical Society, as well as of the Royal Agricultural Society and the Chamber of Manufac-

tures. On June 1, 1842, he married Margaret Fraser, daughter of Mr. William Lennox Cleland, barrister, of Calcutta. Sir Samuel Davenport died on September 3, 1906.

SIR THOMAS ELDER. Close to the Adelaide University, which owes its extent in not its existence to his munificence, stands the statue of Sir Thomas Elder. His name will deservedly hold a prominent and permanent place in South Australian annals for three important reasons. He was unrivalled in enterprise as a pastoralist; he did more for the exploration of the Australasian interior than any other single individual; and he was one of the greatest benefactors to the cause of higher education. Sir Thomas was born in the "lang toon" of Kirkcaldy, on the northern shore of the Firth of Forth, Scotland, in 1818. After leaving school, he received a thorough commercial training, and before leaving the old country he represented, in association with his father, the firm of A. L. Elder and Co., which was established by his brother in Adelaide in 1841. Mr. A. L. Elder was elected by the District of West Adelaide as its representative in the first election of the Legislative Council of 1851; and the firm he established, after certain changes in its personnel and title, is now, as Elder, Smith, & Co., one of the largest and best known business and financial concerns in Australia. It was as partner in this firm, of which he became the head, that Sir Thomas arrived in South Australia in 1854. The time was highly favourable for the encouragement of enterprise. During the previous year the gold escort, which had brought over £2,000,000 worth of precious metal, had been discontinued, but the Pactolian stream did not cease to flow. Through the dislocation of producing industry on the one hand, and the abundance of money on the other the average value of the necessities and comforts of life had increased 150 per cent. Pastoral, agricultural, and mercantile activity alike were highly stimulated. Into the various departments open to the energies of the firm its partners cast themselves with vigour and success. As the country became opened up, and sheep and cattle breeding attained larger proportions, favourable opportunities were embraced with conspicuous success. The entrance of Mr.

R. Barr Smith into the firm still further increased its strength. The financial ability thus acquired was of exceptional service when the rich deposits of copper on Yorke's Peninsula were discovered in the early sixties, and which Elder, Smith, and Co. served the interests of the community by financing their undertakings. The success of the venture largely increased its own resources. Having capital at his command, Sir Thomas Elder extended his pastoral interests far and wide. The territory he occupied was large enough for a European kingdom. Its area stated in acres, or even square miles, runs into bewildering figures, as also would the statistics of stock, and the amount of money spent in the conservation of water and other improvements. The construction of



Duryea,

Adelaide.

SIR THOMAS ELDER.

dams by machinery was one speciality of Sir Thomas Elder, and another was the extensive employment of the camel—the true ship of the desert—in the far interior. It was in the year 1866 that he imported a herd of 121 camels from Kurachee, in India, which was landed at Port Augusta. Other shipments followed, and the ungainly but useful beast made trade and transit possible in regions where it was previously impossible over an immense extent of Central Australia. Sir Thomas thus initiated facilities for both traction and travel—for there are camel trains as well as pack and riding camels, to which the Western Australian goldfields owe perhaps as much as the sheep and cattle stations

of the Continent. It was perceived before long that the work of exploration was also greatly facilitated thereby. Country where horses could not live, and sandy wastes where both man and beast would perish of thirst, could be successfully traversed by a beast of burden that carried a private water tank in his interior economy. The first exploration expedition in which the slow-pacing bullock, and the limited staying power of the packhorse were superseded by the patient and enduring camel, was that of Major Warburton, in 1873. For its use a flock of 17 camels was placed at the disposal of the Government by Sir Thomas Elder. The project was to traverse the Continent from Alice Springs, 1,100 miles north of Adelaide, to a station on the transcontinental telegraph line with Western Australia. A tremendous task awaited the intrepid explorers. As soon as they got clear of the MacDonnell Ranges the water failed, the grass turned into the detestable spinifex, and the soil changed to sand. Out of 49 desperate attempts to find water by sinking, only one was successful. The camels had to be killed one by one, to supply food, until seven were destroyed. Finally a rush had to be made for the Oakover River. The leader and his men were in imminent peril of starvation, but were finally rescued, and the utility of the camel had been proved. This was only one of several expeditions which Sir Thomas Elder supplied with camels, and either entirely or partly financed. Among the more important of them were those led by Mr. W. C. Gosse, Mr. Ernest Giles, and Mr. David Lindsay. By their agency the country was crossed and recrossed, the true character of tens of thousands of square miles in the interior made known, and most valuable scientific information given to the world. From first to last this form of munificence extended over a period of about twenty years, and during the greater part of that time there was one or more of the Elder exploring parties in the field. Sir Thomas was for several years a conspicuous patron of several kinds of sport. He interested himself in the breeding of first-class stock, and imported some splendid horses from England, including the celebrated "Gang Forward," who was valued at 4,000 guineas. He owned a fine stud farm and racing stable at Morphettville, but having won several valu-

able prizes, retired from competition on the turf in 1884. He was also Commodore for some time of the Glenelg Yacht Club, and his cutter-yacht, the "Edith," was for years well known by visitors at that favourite watering-place. Public life had few attractions for Sir Thomas Elder, and though he filled a position in the Legislative Council with credit to himself and advantage to the country for several years, he never could be called a politician in the usual sense of the term. He finally retired from the legislative arena in 1878, when he served the State in another capacity as Hon. Commissioner at the Paris Exhibition. During the same year he received the honour of knighthood, and in 1887, received a rarer and more distinguished mark of royal favour by being created G.C.M.G. The public and private benefactions of Sir Thomas Elder were numerous, varied, and very great. The expenditure he incurred in the work of exploration may be regarded as an immense contribution to the general community. The Rotunda, on the bank of the Torrens, was his gift to the City of Adelaide. Towards the building and endowment of the Adelaide University he gave £20,000 in 1874, which he supplemented by £10,000 in 1884 for the endowment of the medical school; he aided the foundation of a Chair of Music, and founded a scholarship at the London Royal College of Music for Adelaide graduates. Besides these, he freely aided many benevolent institutions in the land, and enriched the National Gallery, Museum, and the Zoological Gardens with appropriate and valuable gifts. In addition to the distribution of very large sums through almost uncountable channels during his life time, he set the seal to the whole by devising the most broadminded and generous will which has ever been executed in South Australia. The total of the bequests to public institutions under the instrument was £150,000, free of legacy duty. The list of objects included educational establishments, hospitals, and public charities too numerous to specify. It began with £60,000 for the Adelaide University (making £95,000 in all), and ended

with £25,000 for working men's homes. During the latter years of his life Sir Thomas Elder lived in strict seclusion, and he died on March 6, 1897.

ROBERT BARR SMITH. No business firm is more widely known in South Australia than that of Elder, Smith, & Company, and the same may be said of the names which constitute its title. Sir Thomas Elder was not only the leading pastoralist in South Australia during his lifetime, but did more than any other single individual to



Hammer & Co.,

Adelaide.

MR. ROBERT BARR SMITH.

open up the country. Mr. Barr Smith has been in several ways a public benefactor. He was born in 1824 in the parish of Lochwinnoch, Renfrewshire, Scotland, and is a son of the Rev. Dr. Smith, one of the 450 clergymen of the Church of Scotland who, in 1843, when that Church came into final collision with the State on questions of patronage and the spiritual independence of the national Church, simultaneously gave up their livings and founded the Free Church of Scotland. His education was completed at the Glasgow University, and he engaged

for a time in mercantile pursuits in that city. In 1854 he removed to Melbourne, and finally settled in South Australia in 1855, where he joined the firm of Elder & Co., which, after certain changes in its partnership and style, adopted its present title. With this extensive business Mr. Barr Smith has ever since been identified. Within the past half-century Elder, Smith, & Company has not only served the interests of its proprietary, but done much to develop various industries and promote the expansion of national wealth. Its connection with pastoral operations extend far and wide, and its financial reserves have enabled it in trying times of drought and depression to render assistance which was of incalculable value. The firm's active concern in various branches of commerce, with mercantile affairs and shipping, has amplified its sphere of operations. Having command of capital, it rendered notable service at the time when the Yorke Peninsula Copper Mines only needed money to prove their permanence, and while the opening of both Wallaroo and Moonta returned rich rewards to the investors, it has proved an even greater boon to the scores of thousands who have found, or are still finding, employment there. In addition to his active management of his mercantile business, and the various institutions of which he is shareholder and director, Mr. Barr Smith is largely interested in pastoral properties in South Australia and in the States of Victoria, New South Wales, and Queensland. As a citizen as well as a business man he is deservedly esteemed. He has closely associated himself with many public, patriotic, and philanthropic movements, to which he has given most liberally, his munificence including notable gifts to the University, the Churches, and the numerous charitable institutions. His residence is in the City, but he has also homes at Torrens Park and Mount Barker. Mr. Barr Smith was married in 1856 to Joanna, youngest daughter of the late George Elder, of Kirkcaldy, Scotland, and has a family of sons and daughters.

Consular.

THE SOUTH AUSTRALIAN CONSULAR ASSOCIATION.

This Association was founded in 1889, at the suggestion of Mr. James Shaw, who was at that time Mayor of Adelaide. Mr. Shaw invited the Consuls to meet at the Town Hall at an official reception, and suggested that they should form themselves into a Consular Association. A meeting was subsequently held at the office of Mr. R. Barr Smith, J.P., then Consul for Norway and Sweden, and it was resolved that an Association be formed for the purpose of assisting colleagues in sending away seamen, and to act in conjunction in any matter of public interest, the Association, however, not to interfere in any way with their respective consular regulations. After the Association was formed, an official dinner was given to Mr. James Shaw, in recognition of his services. The Association is of a purely social and beneficial character, and enables the various Consuls to act conjointly without any interference with the consular regulations of their various Governments, under which they discharge their duties. At the first meeting

held it was resolved that the senior Consul in office, Mr. A. von Treuer, should be elected President, and the youngest, who fortunately happened to be Mr. C. A. Murphy (American Consular Agent) to the office of Secretary. After the death of Mr. von Treuer, who held office for several years, Mr. (now the Hon.) H. C. E. Muecke, being next senior Consul, was elected President. The membership is honorary, and limited to the Consuls in Adelaide. A similar institution exists in Sydney. On January 19, 1904, a dinner was given to the Consuls by Sir George Le Hunte, to say good-bye to the Governor-General (Lord Tennyson), and a photograph of the Consuls present on that occasion was sent to Lord Tennyson in England. On September 17, 1904, a dinner was given to Sir George Le Hunte at the South Australian Hotel. The functions of Consuls are at times onerous and difficult, and the Association facilitates mutual action and the occasional rendering of valuable assistance.

CHARLES ANDREW MURPHY, American Consular Agent and Acting-Consular Agent for Italy, was born at Brooklyn, New York, U.S.A., on September 28, 1850, and is the eldest son of the late Dr. W. E. Murphy, of Brooklyn, where his mother and sisters still reside. He came to Australia in 1870, and, after spending three years in Victoria he came to South Australia to be married, and afterwards conducted the *Lantern* newspaper. Mr. Murphy joined the staff of *The Advertiser* in 1874, and continued with that paper for ten years, during which time he visited several parts of South Australia in connection with its affairs. In 1884 he resumed the management of the *Lantern*, and acquired the proprietorship of that paper, which he retained for seven years, and purchased the *Adelaide Punch*, which was incorporated with the *Lantern*. He was in 1887 appointed Consul for the United States of America, and has held that position ever since. His appointment as Acting-Consular Agent of Italy dates from

March, 1901. Mr. Murphy has acted for Chili, Denmark, and for Spain, when vacancies in these Con-



Mora,

Adelaide.

MR. CHARLES ANDREW MURPHY.

sulates occurred, and is the Honorary Secretary of the South Austra-

lian Consular Association. He has always taken a keen interest in shipping matters, and has established precedents in the Courts of South Australia relating to Consular precedence. He resided at Glenelg until 1906, taking an active part in all public matters, and various questions relating to the advancement of South Australia, being especially identified with the mercantile interests of the community. The reception held annually on July 4 is always largely attended. Mr. Murphy also takes a great interest in mining. He has been married twice, first in 1873 to Miss S. J. Thwaites, who died in 1884; and in 1887 to Miss R. J. Fox, of Adelaide. Mr. Murphy's family consists of two daughters by his first wife, and five sons and four daughters by his second. He is a Past Master of the Mostyn Lodge, No. 18, S.A.C. of Freemasons.

ROBERT MOORE STEELE
Consul for Portugal, was born
at Glasgow, Scotland, in 1844,

and came with his parents to South Australia ten years later. Prior to leaving Glasgow his father was largely identified with banking life in that town and Edinburgh. Mr. Robert Steele received his early education in Glasgow, and privately in South Australia, and on leaving school he entered the service of one of the colonial banks, subsequently entering into mercantile pursuits in the late firm of F. J. Beck & Company, one of the earliest firms of merchants in Adelaide. Mr. Steele remained with that firm for a number of years, and on the retirement of Mr. John Beck (who was then the head of the firm) he took over the management of the Insurance Department of that gentleman's business, and with it the agency of the Liverpool and London and Globe Insurance Company. In 1882 he became manager of that Company's branch in South Australia, holding the position until 1906. Shortly after the retirement of Mr. Beck he was appointed Vice-Consul for Portugal in his stead. Mr. Steele was the first Chairman of the Fire Un-



Hammer & Co., Adelaide.

MR. ROBERT MOORE STEELE.

derwriters' Association of South Australia, when it was formed in 1897.

WILLIAM HERBERT PHILLIPPS, Consul for Belgium for South Australia and the Northern Territory, and Chairman of the Savings Bank, was born at Adelaide on December 3, 1847. He is a son of the late James Phillipps, a branch of the Phillipps fami-

ly of Picton, Pembrokeshire, and arrived in South Australia in 1839. He received his education at Mr. J. L. Young's Adelaide Educational Institution, the Fellenberg Commercial School, and Union College. On completing his school education in 1864, Mr. Phillipps entered the office of Mr. W. A. Wearing, then Crown Solicitor, and afterwards a Judge of the Supreme Court, and three years later adopted a commercial career in the counting-house of Messrs. J. Stilling & Co., merchants, subsequently engaging in business on his own account as a general merchant in 1878. Some three years later he joined Mr. George Wills, and founded the well-known commercial house of George Wills & Co., of which he was resident Australian partner until his retirement from business in 1901. Mr. Phillipps has been President of the Adelaide Chamber of Commerce on two occasions, first in 1888-9, and again in 1903-4, and was President of the Federated Employers' Council from 1899 to 1903. At the present time he is Chairman of Directors of the Stannary Hills Mines and Tramway Company, Limited; the Westralia Timber and Firewood Company, Limited; the Federal Coke Company, Limited; and the United Fire and Marine Insurance Company, Limited. Mr. Phillipps is also a Director of the South Australian Executor, Trustee, and Agency Company, Limited, and of the South Australian Land Mortgage and Agency Company, Limited. He is identified with numerous philanthropic, religious, and kindred institutions, and has been Chairman of the Congregational Union of South Australia; President of the Y.M.C.A. of Adelaide; Chairman of the Queen's Maternity Home since 1901; and, since 1903, a member of the Board of Commercial Studies at the University. Mr. Phillipps received his appointment as Consul for Belgium in 1897. In 1877 he married Caroline Mary, second daughter of Mr. R. A. Tarlton, who was for fifteen years a prominent member of the Legislative Council of South Australia (1873-1888). Mrs. Phillipps died in 1896, leaving a family consisting of two sons and three daughters. His eldest son, Herbert Tarlton, who is a B.Sc. of the Adelaide University, having taken honours in mining and passed in metallurgy, manages the Gerelgambeth Station, near Junee, New South Wales, a property owned

by his father. Mr. Phillipps' three daughters are now enjoying an extended tour throughout England and Europe. Mr. Phillipps is a member of the Australasian Club of London, and the Australian Club of Melbourne. His private address is



Hammer & Co., Adelaide.

MR. WILLIAM HERBERT PHILLIPPS.

"Craigmellan," Gilberton, Adelaide. Mr. Phillipps is a Freemason, a member of the Lodge St. Alban, of which he was Master in 1900-1.

ANDREW SINCLAIR NEILL, Consul for Sweden since 1897, was born at Kilmarnock, Scotland; in 1837. About two years later the Neill family migrated to South Australia, where they arrived in 1839. His father, the late Thomas Neill, subsequently occupied the position of Accountant to the South Australian Company. Mr. Andrew S. Neill received his early education at Mr. Cawthorne's school, and afterwards at Mr. C. W. May's school at Adelaide. Shortly after leaving school he had two brief periods gaining commercial training, and in May, 1853, entered the office of Elder & Co. (afterwards Elder, Smith, & Co.), remaining with that firm till 1888, when he resigned the position of manager of their Port Adelaide establishment in order to accept the position of a Railway Commissioner of South Australia. At the end of seven years' service in the latter capacity he established himself in business in Adelaide as a Public Accountant. For several years he represented

both Sweden and Norway, but, on the consulates being separated in 1905, he resigned as representative of Norway and continued for Sweden. Mr. Neill has been a Warden of the Marine Board of South Aus-



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Adelaide.

MR. ANDREW SINCLAIR NEILL.

tralia since 1895, and continues to take an active interest in shipping questions. Whilst at Port Adelaide he acted for many years as Honorary Secretary of the Prince Alfred Sailors' Home. He is connected with the North Adelaide Baptist Church, of which he has been Treasurer for a series of years. Mr. Neill has been twice married, first in 1865 to Alice Gore, who died in 1882; and again in 1883, his second wife being Catherine Neill, of Glasgow. There were four sons by the first wife, of whom two survive. One (Robert G.) is connected with his father in business, and the other (T. Alfred) is a member of the Association of Average Adjusters of Great Britain, and practises his profession in Melbourne.

ROBERT ALEXANDER PAXTON, Consul for the Netherlands, was born at Big Springs Station, Wagga Wagga, New South Wales, in 1869, and is a son of the late Mr. Robert Paxton, who was for many years a resident of Melbourne, Victoria. After receiving his education at the St. Paul's Church of England Grammar School, Swanston Street, Melbourne (where St. Paul's Cathedral now stands), Mr. Paxton entered the office of the Victoria Insurance Com-

pany, where he remained for a period of five years. From there he was appointed to a more important position in the Commercial Union Assurance Company, Melbourne, and after serving in this office for nine years he accepted the management of the City Mutual Insurance Company. Two and a half years later (in 1898) the Norwich Union Fire Office bought the goodwill of the South Australian Insurance Company, and the position of local manager of the amalgamated business at Adelaide was offered to and accepted by Mr. Paxton, who has held that appointment ever since. In October, 1898, he was selected as Consul for the Netherlands. Mr. Paxton has always taken a great interest in tennis, being one of the most ardent



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Adelaide.

MR. ROBERT ALEXANDER PAXTON.

enthusiasts in this State. He is an executive member of the South Australian Lawn Tennis Association, and as a player has taken part in many interstate tournaments.

OTTO VON DREHNEN, Consul for Austria-Hungary, and head of the firm of von Drehnen and Company, merchants and warehousemen, of Adelaide, was born at Elberfeld, Rhenish Prussia, on April 12, 1868. He received his education at one of the colleges of Elberfeld, and on leaving same was articled to one of the leading merchants of his native town. On completing his commercial education he went to London, where he remained for some few years. In 1890 he

came to Australia, and three years later established the firm now bearing his name. He has been prominently identified with German interests since his arrival in Adelaide, and has occupied the Presidential



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Adelaide.

MR. OTTO VON DREHNEN.

chair of the German Club for four years. In 1898 he received the appointment of Consul for Austria-Hungary. Mr. von Drehnen, who is a member of most of the clubs of Adelaide, was married in 1894 to Mabel, daughter of the late Daniel Sargeant, of Hobart, and has a family of three children — one daughter and two sons.

RICHARD SMITH, Vice-Consul for Spain, was born at Westram, Kent, England, in 1839, and educated at private schools in his native country. On leaving school he received a commercial education in the office of a hardware merchant. In 1862 he came to South Australia by the ship "Countess of Fyfe" under engagement to the firm of G. P. Harris. Mr. Smith has been identified with the business ever since, and at the present time occupies the position of Chairman of Directors of G. P. Harris, Scarfe, & Company, Limited, one of the largest concerns of its kind in Australia. He was appointed Vice-Consul for Spain in 1899. He has taken an active interest in public affairs, and occupied for six years a seat in the Town Council of Glenelg, the last

three years filling the Presidential chair of that Council. He is a life member of the Commercial Travelers' Association of South Australia, and a Director of a number of companies, and takes a great inter-



Hammer & Co., Adelaide.

MR. RICHARD SMITH.

est in all sporting and athletic functions. Mr. Smith was married in 1868 to a daughter of the late Mr. John F. Law, of South Australia.

WILLIAM THOMAS STACY, Consul for Denmark, was born at Adelaide in 1863, and is the eldest son of Mr. W. J. S. Stacy, a pioneer of South Australia, who came to the colony in 1839. He was educated at Whinham College and at the Glenelg Grammar School, and on completing his education joined the staff of the Mercantile Marine and Fire Insurance Company of South Australia, being associated with that Company for nine years. He then took charge of the Insurance Department of Messrs. Harrold Bros., merchants, Adelaide, and on the establishment of the South Australian branch of the China Traders' Insurance Company, in 1896, Mr. Stacy was appointed to the management, and has held that position ever since. He is also local Manager of the Central Fire Insurance Company of London. He received his appointment as Consul for Denmark in June, 1901. He is a member of Committee of the Marine Underwriters Association of South Australia, and has occupied the

Presidential chair of that body. He is also a member of the Chamber of Commerce Committee, representing the Marine Underwriters, having been twice elected to that position. He takes a great interest in musical affairs, and as an organist has been identified with various churches and social functions. In military matters, Mr. Stacy was for some years an officer in the 10th Infantry Regiment. He is a member of the South Australian Branch of the Royal Geographical Society, and, being interested in philanthropic work, is a member of the Committee of the Boys' Brigade. He was married on December 26, 1896, to Ida, daughter of R. J. Joyce, of Geelong, Victoria.



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MR. WILLIAM THOMAS STACY.

and has a family of two sons and one daughter.

ROWLAND BARBENSON ROBIN, Vice-Consul for Brazil and member of the firm of James Robin and Co., merchants, Grenfell Street, Adelaide, was born at Liverpool in the year 1848. He is the second son of the late Mr. James Robin, of Guernsey, who came to South Australia in 1852, and entered into partnership with Captain LeBair, trading under the style of LeBair and Robin, general merchants. Some time later Captain LeBair retired from the firm, and went to England, and the business was taken over by Mr. James Robin, and carried on by him until the time of his death in 1893. The business has since been conducted by the present pro-

prietors, Messrs. Henry Nicholas and Rowland Barbenson Robin. The subject of this notice received his education at Mr. John L. Young's Academy, Adelaide, and on leaving school went into his father's



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MR. ROWLAND B. ROBIN.

office, where he obtained valuable commercial experience. The late Mr. James Robin was Vice-Consul for Brazil for many years, and on his death his son was appointed to the position. Mr. Robin married in 1883 Mary, daughter of Mr. Philip Canaway, of Hobart, and has a family consisting of five children—two sons and three daughters.

WILLIAM GREEN COOMBS, J.P., Consul for Liberia, Grenfell Street, Adelaide, was born in the latter city in 1855, and is the second son of the late W. G. Coombs, one of Adelaide's early colonists. He was educated at Pulteney Street School and at St. Peter's College, subsequently entering his father's office, after which he became identified with the insurance business. Mr. Coombs, who is also the Manager for South Australia and Broken Hill of the Yorkshire Insurance Company, received his appointment as Consul for Liberia in 1901. He is a trustee of the Savings Bank of South Australia, Acting-Chairman of the Adelaide Hospital Board, Vice-Chairman of the Fire Underwriters Association of South Australia, and a member of the Fire Brigades Board of South

Australia. Mr. Coombs married in 1879 Martha Shepley, daughter of Mr. Enoch Shepley, one of South Australia's earliest pioneers, and



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MR. WILLIAM G. COOMBS.

has a family of three sons and two daughters.

DUNCAN TAYLOR LAWES, Consul for Paraguay, was born in England, and descends from an old Scottish family. He spent his boyhood days in England, and was educated at one of the big public schools in that country. Mr. Lawes gathered his first business experience in the office of the London Joint Stock Bank, Princes Street, London. Owing to family bereavements, and not enjoying the best of health, he determined to leave England, and in the fulfilment of that determination sailed for the colonies. He chose Auckland, New Zealand, as his destination, and in that town acquired experience of colonial life. However, shortly after arrival he obtained a responsible position in a leading New Zealand Insurance Company, who, deeming his services of value, sent him to South Australia, placing him second in command of their office in this State. Mr. Lawes was afterwards appointed Manager of the Standard Fire and Marine Insurance Company of New Zealand, and at a subsequent date was also appointed chief representative of the Norwich London Accident Insurance Association, and the Batavia Sea and Fire Insurance Com-

pany (marine branch). He is a well-known insurance man, blunt and straightforward in all his transactions, and a man whose word can be implicitly relied upon. His hobbies are shooting and gardening, but he does not confine himself entirely to these recreations, being generally an all-round sport. Mr. Lawes was appointed Consul for Paraguay in February, 1902, and, in addition to the agencies of various insurance companies, is secretary and trustee for several companies and private individuals. He also takes a keen interest in Freemasonry, and is a Past Grand Officer of the Grand Lodge of South Australia, a Past Master of the St. Peters Lodge and the Adelaide Mark Lodge, No. 41; Past Eminent Preceptor of the Earl



Hammer & Co., Adelaide.

MR. DUNCAN TAYLOR LAWES.

of Euston Preceptory; is a member of the Provincial Priory, and holds high office in the higher degrees.

WILLIAM RENDALL CAVE, J.P., Consul for Chili, and head of the well-known firm of W. R. Cave & Co., general shipping merchants, etc., of Port Adelaide and Grenfell Street, Adelaide, was born at Stoke-under-Ham, Somersetshire, England, and is a son of the late Charles Cave, who came to South Australia with his family in the forties. Mr. W. R. Cave was brought up to pastoral pursuits, spending the greater part of his early life on stations on the Murray and in the Far Northern interior of South Australia. He went to Port

Adelaide when twenty years of age and engaged in mercantile pursuits. Mr. Cave has been identified with the shipping business at Port Ade-



Hammer & Co., Adelaide.

MR. WILLIAM R. CAVE.

laide since 1863, and was a Warden of the Marine Board of South Australia for many years. He married a daughter of the late Captain Thomas Grierson, and his family consists of three sons and four daughters. Mrs. Cave died many years ago.

HERBERT ANGAS PARSONS, LL.B., Consul for Japan, was born at North Adelaide on May 23, 1872, and is the eldest son of the late Honourable John Langdon Parsons, who is referred to elsewhere in these pages. He was educated at Prince Alfred College, Adelaide, the Roseworthy Agricultural College, and the University of Adelaide. In 1894 he entered into articles with the Right Honourable C. C. Kingston, P.C., and was admitted to the Bar of the Supreme Court of South Australia in 1897, having taken his LL.B. degree in that year. He immediately entered into partnership with the Honourable P. McMahon Glynn, B.A., LL.B., M.H.R., under the style of Glynn & Parsons, barristers and solicitors, Adelaide. In the same year Mr. Parsons was a candidate for a seat in the House of Assembly, for the Albert constituency, but withdrew from the contest prior to the election, and has since devoted his whole time to his

profession. As a speaker he has delivered many lectures on literary subjects and on Law and Law Reform, and has acted as counsel for the Government in two very important cases which attracted considerable public attention — the



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MR. HERBERT ANGAS PARSONS.

Ramsay Smith enquiry and the arbitration cases between the Government and the various Adelaide and Suburban Tramway Companies. On October 27, 1904, he was appointed Consul for Japan in succession to his late father, who had held that appointment from 1896 up to the time of his death, which took place on August 21, 1903. Mr. Parsons' recreations consist of tennis, driving, and literature. He was married on April 18, 1900, to Elsie, eldest daughter of the Honourable Sir J. Langdon Bonython, and has one son (Philip Brendon), born March 6, 1905.

ARNOLD EDWIN DAVEY, Consul for Peru, is a native of South Australia. Born at Truro in 1862, he is the eldest son of Edwin Davey, one of the colony's foremost pioneers, who was engaged in farming pursuits in the Truro district, but is now well known as the head of the firm of Edwin Davey & Sons, millers, of South Australia and New South Wales. Mr. Davey received his early education at the Rev. James Leonard's, B.A., School at Angaston, completing at the Prince Alfred College, Adelaide. On leaving school he entered the office of

his father's mills at Penrice. From there he graduated through the various branches of the business in South Australia, and at the age of twenty-one (as was also the case with his brothers) he was admitted into partnership. Mr. Davey has been very prominently connected with the commercial and public life of his country. He has held the position of President of the Chamber of Commerce of South Australia, President of the Millowners' Association, President of the Young Men's Christian Association, and President of the Old Collegians of the Prince Alfred College. Mr. Davey is a Director of the North Queensland Fire and Marine Insurance Company, and the North Queensland Accident Insurance Company, a member of the Executive of the Australian National



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MR. ARNOLD EDWIN DAVEY.

League, and a Justice of the Peace. To Church matters he devotes considerable attention, taking great interest in the welfare of the Methodist Church. Mr. Davey received his appointment as Consul for Peru in 1906. He is a member of the Masonic fraternity, his mother Lodge being the Lodge of Harmony, and at present is an office-holder in the Lodge St. Alban. Mr. Davey was married in 1883 to Sarah, daughter of the late David Shannon, one of South Australia's early colonists, and sometime member of the House of Assembly, and has a family consisting of three sons. He resides at "Alcantara," St. Peters, where he was a Councillor of the

Corporation, resigning that position on going for an extended tour throughout Europe.

GEORGE JOHN ABERNETHY, Consul for Norway for South Australia, was born at Port Natal, South Africa, on February 4, 1863, and is a son of the late George Abernethy, M.I.C.E., who was well known in the early days of South Australia, being connected with the deepening of the Port Adelaide River, and other important works under the Government. He came with his mother and family to this State in 1865, and received his education at the Port Adelaide Grammar School. On completing his studies he entered the service of Elder, Smith, & Co., in their Port Adelaide warehouse, and was connected with the firm for twenty-one years, the last ten years of which he occupied the position of Manager of the Port Adelaide branch. He subsequently joined the firm with which he is now identified, and is at present Manager of the Port Adelaide branch of Messrs. Bagot, Shakes, & Lewis, Limited. For thirteen years Mr. Abernethy held the position of Vice-Consul for Sweden and Norway, and in 1906 was appointed Consul for Norway. He is a Freemason, belonging to the Adelaide Lodge, No. 2, S.A.C., of which he is a Past Master. Mr. Abernethy



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MR. GEORGE JOHN ABERNETHY.

was married in 1889 to Anne Chalmers, daughter of the late Mr. Dugald Blair, of Port Adelaide, and has a family of four daughters.

Government Departments.

(COMMONWEALTH.)

Post and Telegraph Department.

The postal and telegraphic system, with its adjuncts of telephone exchanges and money-order offices, is one of the most important agencies in the life of the community. It is the main channel of inter-communication as well as of communication with the rest of the world. There is propriety in the fact of the premises where the headquarters are situated being architecturally among the finest buildings of the metropolis. The Victoria Tower, the foundation-stone of which was laid by H.R.H. the Duke of Edinburgh, affords the finest available view of the city and suburbs, the clock is visible from every point of the compass, its chimes are musical, and the hour-bell can be heard at a distance of several miles.

The report for 1906 gives the following interesting particulars concerning the work of the department in South Australia, and incidentally shows a gratifying increase of business all round:—

Employees (exclusive of mail contractors)	1,734
Number of post-offices	706
Number of letters posted (including postcards)	27,272,171
Number of articles registered in the State	269,869
Number of newspapers posted	6,959,176
Number of books, packets, etc., posted	1,742,762
Number of parcels posted	132,696
Number of telegraph and telephone offices	304
Number of telegrams forwarded—	
Originating in the State	1,002,582
In transit to and from other States...	556,276
Number of miles of telegraph line ...	6,129
Number of miles of wire	21,647
Number of telephone exchanges...	11
Number of telephone connections ...	2,521
	£
Amount of money orders issued ...	268,377
Amount of postal notes issued	136,966
Amount of money orders paid	294,318
Revenue (net)	301,820
Expenditure	262,313

When the department was taken over by the Commonwealth, Sir Charles Todd, who had been Postmaster-General and Superintendent of Telegraphs for many years, became Deputy Postmaster-General, and on his retirement he was succeeded by Mr. R. W. M. Waddy, J.P., who had entered the service at the bottom of the ladder, and by his personal qualities won his way to the top.

In the history of both branches of the service—the postal and the telegraphic, and especially the latter—there are many elements of romance. It has its chapters of adventure; its stories of courage, resourcefulness, and fortitude; its tragic, pathetic, and humorous incidents; but withal it is an account of a growing business concern, which, under good management, has achieved great success.

For thirty-three years after the foundation of the colony the post-office was conducted independently, and when the telegraphic system was introduced it was as a separate establishment; but in 1869 an amalgamation of the two branches of the service, which are naturally associated, was effected. The earlier postal arrangements were necessarily crude and primitive, like everything else in those days. On the first establishment of the colony, Mr. Thomas Gilbert, the Colonial Storekeeper, was directed to act as Postmaster, and received the modest allowance of £30 a year for this addition to his other duties. The mails were received, sorted, and delivered at Mr. Gilbert's residence, and a uniform charge of a penny was made on all letters received or dispatched, the money being handed as a gratuity to the captains of the vessels conveying the mailbags.

This arrangement seems to have continued until the end of 1838, by which time a change of Governors had taken place, and Adelaide had become relatively much more populous. There is no doubt, however, that many irregularities occurred, some of which caused great trouble and inconvenience. The following singular notice appeared in the *Sydney Monitor*, and was apparently intended to convey a friendly hint as to what became of the "missing letters" that were frequently complained about:—"Post-office in South Australia. The Governor ought to be reminded that owners and masters of vessels trading to new colonies are deeply interested in destroying all letters between the new colony and the colony they trade with, and that until a judicious law regulating the mails between Adelaide and these colonies be passed and regularly enforced, letters and newspapers will continue to be purloined, as they have hitherto been, and now are."

Perhaps the most serious irregularity that ever came to light, and certainly that which was most loudly condemned at the time, was perpetrated by Governor Hindmarsh himself. In June, 1838, he paid a visit to Kangaroo Island on board of H.M.S. "Pelorus," and

while there a mail arrived. The captain was naturally anxious to know if there were any despatches for him, and His Excellency, who perhaps had a similar curiosity, regarded his authority as supreme, and was good-naturedly willing to oblige his host, dubbed one officer of the "Pelorus" Postmaster-General for the nonce, and in his presence opened the mail. Of course, this action was strongly censured when the news reached Adelaide.

By the end of 1838 the work of the office had so increased as to justify the appointment of Mr. Henry Watts as Postmaster-General, with a clerk, who also acted as messenger. The first local Post-office Act was passed in the following year, when the rate of inland postage was fixed at 3d. per letter, irrespective of size

In the same year (1839) that the first Act was passed, Port Adelaide was given a post-office, with a daily mail from the city. The first letter-carrier was also appointed, but during the time of severe retrenchment in Captain Grey's regime, it was announced that "in consequence of the reduction in the post-office department the services of the letter-carrier to North Adelaide would be dispensed with." A post-office was also opened at Port Lincoln, and the first country mail route selected between Adelaide and Encounter Bay, *via* Willunga, a fortnightly mail being carried by the police.

Mr. Henry Watts having resigned, Captain Watts was appointed as his successor on April 1, 1841. At that time there were only six post-offices in the colony,

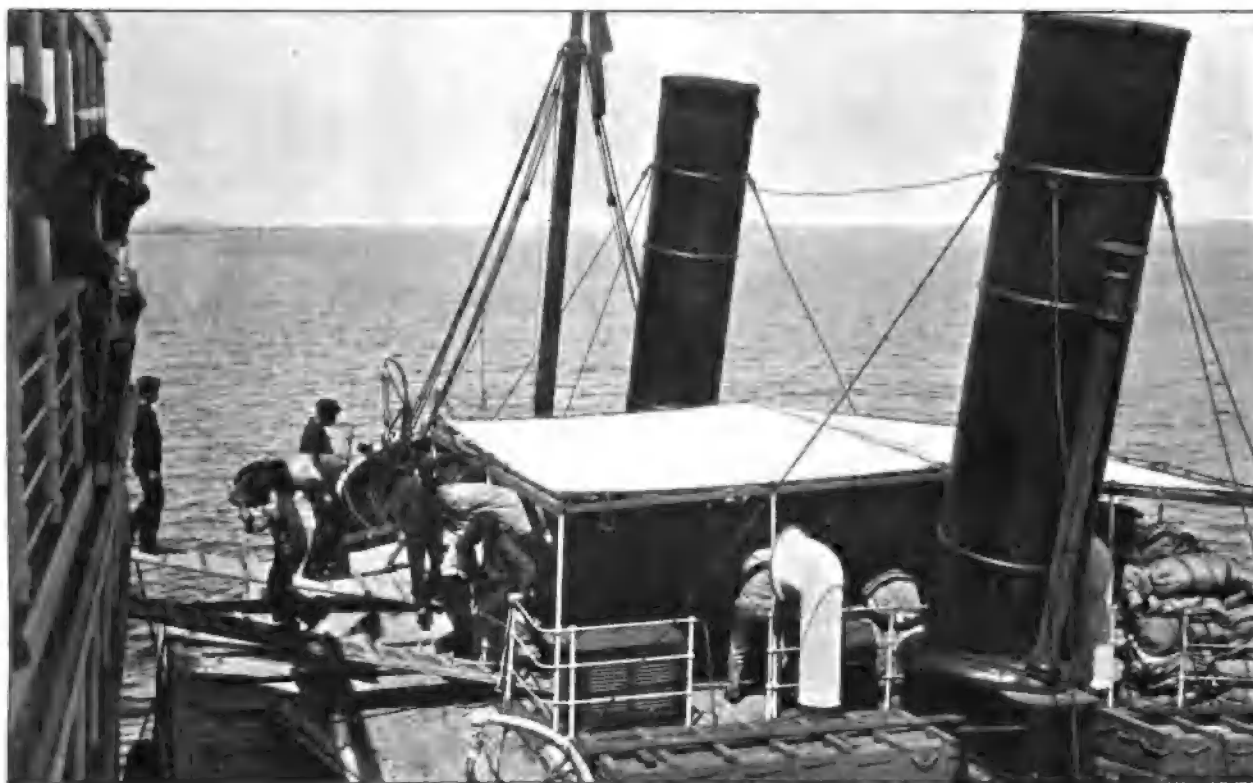


Photo by H. Krischock.

TRANSFERRING MAILS FROM LAUNCH TO OCEAN STEAMER, LARGE BAY.

or weight, but on ship letters only a penny was charged, to cover the gratuity to ships. The practice of franking letters, which prevailed for a long period in Great Britain, obtained to some extent in South Australia. The Governor and other members of the Executive and His Excellency's private secretary exercised the privilege of franking other person's letters, not on public service, as well as their own. The operation of the uniform rate for inland postage had many amusing illustrations, and among the rest, according to a report by one of the Postmaster-Generals, advantage was taken of it to send a chest of tea by post, but this was a small matter compared with some of the burdens imposed on the Postal Department during the good old times in England.

viz., the General Post-office, Port Adelaide, Port Lincoln, Morphett Vale, Willunga, and Encounter Bay. The business conducted in 1840 was as follows:—Letters, 41,103; newspapers, 51,101; revenue, £232 4s. 5d.

In a new Post-office Act passed in 1841 the principle of charging postage according to distance was embodied. It was against this method that Sir Rowland Hill conducted the long and vigorous campaign which brought about postal reform in Great Britain, and established guiding lines of action, which have now spread throughout the greater part of the civilized world. Inland letters were charged according to mileage up to a maximum of 2s. 6d., however weighty, and the postage on newspapers was abolished. During the following year the in-

land rate of postage was imposed in addition to the ship rate on all ship letters posted or delivered at country post-offices. According to Captain Watts, the effect was that persons directed their correspondence to be left at the General Post-office till called for.

Extension was not very rapid for several years. A post-office was opened at Gawler in 1841, and a service to Mount Barker commenced in 1842. The northern mails were only extended to Angaston in 1846, but in that year an eastern mail to Mount Gambier was established, which provided for a fortnightly overland mail service between Adelaide and the eastern colonies. The last annual report presented by Mr. J. W. Lewis, and dated 1868, showed that there were then 260 post-offices in all, and in the following year—that of the amalgamation of the Postal and Telegraph Departments—sixteen more were opened.

Prior to 1855 the postage on letters, whether payable by senders or receivers, had to be paid in cash. A large correspondence, especially oversea, was a somewhat expensive luxury for a considerable time. In 1847 the charge on ship letters inwards, which had been 8d. per $\frac{1}{2}$ oz., was reduced to the outward rate of 6d. per $\frac{1}{2}$ oz. It is scarcely surprising that letters were commonly veritable epistles, and that the troublesome practice (for readers) of crossed letters was common. Two-penny stamps were introduced on January 18, 1855, and penny and sixpenny stamps on October 25, after which date prepayment by means of stamps was made compulsory. According to tradition, the earlier issues of stamps were not entirely satisfactory. The perforating-machine had not been invented, the adhesive gum was not always trustworthy and not infrequently had to be reinforced by the insertion of a pin. It may be mentioned here that postcards were introduced on December 8, 1876, and reply postcards on March 1, 1883. Newspapers were carried free until 1881, but a Post-office Amendment Act passed that year imposed a half-penny rate, which came into force with the beginning of the following year. From the year 1855 onward stamps of different values were issued according to the requirements of varying rates, and in some cases their values were altered by printing another amount across the face. Specimens of some of these issues should be interesting to philatelists.

The oversea postal service has always been of special importance to colonists, and the contrast between the present and past arrangements is most suggestive. Prior to 1844 mails were received and dispatched in an extremely irregular and casual manner, as opportunity occurred. In that year, however, a regular line of sailing packets having been established between Sydney and London, the bulk of correspondence with the mother country was forwarded by that route. This was continued for several years, the average time occupied being 158 days.

Not by any means the least interesting of the records of the Post-office Department are those relating

to the European service for mail steamers. They are necessarily voluminous, and in some parts intricate, as they include calculations of an elaborate character, but they show throughout uninterrupted effort to secure for South Australia the advantages of its geographical position and a regular, speedy, and efficient service at a fair proportion of cost.

The official reports state that the first regular steam communication was established in 1852 *via* the Cape of Good Hope, the contract time from Plymouth to Adelaide being sixty-eight days, and the first mail, consisting of 1,799 letters and 3,618 papers, was brought out by the steamship "Australian," which arrived on August 29. This service was abruptly terminated by the failure of the Company, and clipper vessels were resorted to for a short time, till another contract was entered into the same year with the General Screw Steam Shipping Company, for a service direct to Melbourne, with a branch to Adelaide by the steamer "Bosphorus."

In 1853 another contract was arranged with the Peninsular and Oriental Company for a mail every two months between England and Australia, *via* Singapore, calling at King George's Sound, Adelaide, Melbourne, and Sydney. The first vessel under this contract was the "Shanghai," which arrived on May 14, but the arrangement was short-lived, as in 1855 the steamers of the P. & O. Company were taken off in order to convey troops during the Crimean War. Clipper vessels were again brought into requisition, Adelaide mails being forwarded to Melbourne, for dispatch thence twice a month.

A contract for a monthly mail between England and Australia, at the rate of £185,000 per annum, was entered into by the Home Government with the European and Australian Royal Mail Company in 1857. No provision being made in this contract for calling at South Australia, the Government refused to contribute to the subsidy. Thereupon, at a Postal Conference held in Melbourne, attended by the Postmaster-Generals of New South Wales, Victoria, and Tasmania, it was resolved that mails from South Australia should not be sent by the contract packet until this colony became a party to the arrangement. The curious situation followed that mails from England were received in due course, but mails to England had to go by sailing vessels until the Imperial Government altered the terms. This service came to grief in 1859 through the inefficient performance of the contract and the failure of the Company.

In that year a second contract was made with the P. & O. Company for a monthly service, *via* Mauritius, the South Australian mails being received and delivered at Kangaroo Island. The Company, however, altered its route in 1860, the Australian line branching off at Galle, to Melbourne and Sydney, *via* King George's Sound, and South Australia was ignored, the mails being carried

past its doors. It was understood at first that the ocean steamers would call at Kangaroo Island if a lighthouse were erected at Point Marsden and telegraphic communication established. A submarine cable and lantern were thereupon ordered from England, but as the Company still objected to their steamers calling at the island the arrangement fell through. To obviate the inconvenience and delay of the South Australian mails being carried to Melbourne, a contract for a branch service between Adelaide and King George's Sound was entered into, at the sole cost of South Australia, a deduction being made from the subsidy payable by this colony on account of the ocean service. This arrangement continued until January, 1874.

Apart from the historic interest of the foregoing narrative, it suggestively indicates the difficulties which the local post-office authorities had to contend with in securing for South Australia the advantages of its geographical situation, and the persistent resolution with which those difficulties were met. During all but the latest years of the period that has been reviewed the only channels of communication between Australia and the rest of the world were the ocean mail routes. Not until October, 1872, was regular telegraphic communication established *via* Port Darwin, and, accordingly, prior to that time mail news had a value it does not now possess. In times of excitement it was awaited with almost feverish eagerness, and the delay of a few days or hours produced anxiety and irritation. Adelaide being connected with the eastern colonies by telegraph, the early delivery of intelligence at that point became a matter of great public interest, and there were occasions when lengthy press telegrams kept the operators at the termini and repeating stations for many hours together on the full stretch.

It is not proposed to continue this outline of the arrangements for an ocean mail service up to the present time, but it is proper to remark that the efficiency with which the colonies are served is largely due to the enterprise of the Orient Company, which was the first of several rivals to the P. & O. Company to enter the field. Sir Charles Todd, in a voluminous report, remarks that this Company may fairly be regarded as the pioneers, being the first to prove that a line of first-class ocean steamers can be run with almost the punctuality of a subsidized mail service, without any support other than that derived from passengers and cargo. The first steamer of this line to visit South Australian waters was the "Chimborazo," which left Plymouth on August 15, 1877, and arrived at Port Adelaide on September 25. After proceeding to Melbourne and Sydney, she left Port Adelaide on her return voyage on November 9, and reached Plymouth on December 24. The "Chimborazo" was followed by other vessels at intervals of six weeks. In 1878 monthly trips were commenced, and every four weeks in 1879. In January of the following year the Com-

pany, in conjunction with the Pacific Company, commenced a fortnightly service, generally alternating with the mail packets, which, notwithstanding several serious and costly disasters, was efficiently maintained up to the time of Sir Charles Todd's report.

MONEY ORDERS AND THE SAVINGS BANK.

Among the valuable services which the post-office is able to render the community is that of facilitating business by making provision for the safe transmission of small amounts. The money-order system has been a great boon to persons who have no banking account, and whose transactions individually relate to comparatively trifling sums. It was introduced in South Australia on March 1, 1859, when fifteen offices were opened. In the first instance it was limited to South Australia, but its advantages were found to be so great that it gradually became extended to other States, and then to Great Britain and foreign countries. It is now possible to send money by this method to almost any part of the civilized world.

The regulations under which money-order offices were instituted provided for the transmission of money advices by telegraph, and it is an interesting fact that in this matter South Australia was far in advance of the mother country. Twenty-five years after it had been in operation Sir Charles Todd reported that he had recently received enquiries from the Imperial Postmaster requesting information as to the methods in use.

During the first two years the business done was not large, the total number of orders issued being only 1,236. After that time, however, there was a steady and rapid increase. In 1874 there were 10,009 inland orders issued, and 8,870 payable in other countries and colonies, for a total amount of £18,879. The total number of orders issued in 1883, inland and foreign, was 49,415, and the amount £146,868. At that time there were no postal notes, which, since they were issued, have largely taken the place of money orders for sums below one pound; but in 1906, as appears elsewhere in this article, the value of money orders issued was £268,377, and there was also issued £136,966 in postal notes.

While the money-order system in conjunction with the post-office manifestly facilitates business, the Savings Bank agencies in connection with the same institution encourage thrift. After experimenting with country branches, which were not found satisfactory, the Trustees of the Savings Bank, with the concurrence of the Government, decided in 1866 to establish agencies at telegraph offices, seven of which were opened at the commencement of the year, and there were eleven in operation before its close. Fifteen years afterwards the number of telegraph agencies had increased to 76. In connection with them there were 33,143 separate deposits, and the total amount deposited was £223,411. A

friendly critic has recently remarked that Australians are the most cautious and the most thrifty people in the world. The first quality is said to be shown by the fact that they insure their lives more generally than is done anywhere else, and the second to be evidenced by the Savings Bank statistics, which prove that there is a larger proportion of depositors to the population than anywhere else, and that the average per depositor is also higher, being twice as much as obtains in England. Towards the development of this praiseworthy national characteristic, of which South Australia sets, perhaps, the best example, the Post-office Savings Bank agencies have undoubtedly done their share.

INTRODUCING THE TELEGRAPH.

To the man in the street the telegraph and telephone wires are as familiar as the pavement on which he treads, and he seldom notices them unless they obstruct his view or the repairers get in his way. Then he votes them a nuisance. The same man when he reads his penny paper packed with information that has come along the lines—some of it from the ends of the earth, probably grumbles that it is uninteresting, and possibly regrets the outlay. The man of business uses the apparatus with such facility developed by custom that he gets through what would once have been a week's work in a few hours, and thinks nothing of it except to wonder how people managed before they had electricity to carry their messages. To both the method of communication and the system into which it is organized, are as prosaic and commonplace as the water supply, yet the story of the telegraph in South Australia is by no means prosaic and commonplace, but is replete with human interest, besides being a record of success. Adventure, pluck, fortitude, heroism, and tragedy will all find a place in the narrative, if ever it is adequately told.

When the South Australian Government in the early fifties desired to establish telegraphic communication between Adelaide, the Port, and the Semaphore, the first thing to be done was to send to England for a competent superintendent of the work. At that time there was not a yard of telegraph wire hung in any city of Australia, and the only line in existence was a short length, connecting Sandhurst and Williamstown, in Victoria, which was opened in March, 1854. The Secretary of State for the Colonies was requested to appoint a Superintendent of Telegraphs, and it was suggested that he should bring out with him the necessary instruments and a staff of operators. It was also intimated that the gentleman selected should be competent to act as Government Astronomer.

At that time Mr. (afterwards Sir) G. B. Airy, C.B., was Astronomer Royal at Greenwich, and among his assistants was Mr. Charles Todd, to whom the South Australian appointment was offered. With a touch of the humour that always characterized him he replied

that he must first consult someone else; but the consultation proving favourable, Lord John Russell confirmed the appointment in February, 1855, and in November of that year, Mr. and Mrs. (afterwards Sir Charles and Lady) Todd arrived in Adelaide. Sir Charles had thought it unnecessary to bring with him a staff of operators, believing he could select and train them in the colony; but he showed good judgment in his choice of the one assistant who accompanied him—Mr. E. C. Cracknell—whom he was afterwards able to recommend for the important position of Superintendent of Telegraphs in New South Wales, which Mr. Cracknell satisfactorily occupied for many years.

Having brought the necessary telegraph plant with him, Sir Charles lost no time in getting to work, and in the month following his arrival the first Government telegraph line in the colony—Adelaide to Port Adelaide—was commenced. It was completed and opened for business on February 18, 1856, and extended to Lefevre Peninsula early in March. The entire outlay, including the stations at the Port and Semaphore, was the modest sum of £3,024. The Port office was a small wooden structure of one room—a kind of enlarged sentry-box—and at the Semaphore a brick building of two rooms was put up; but Adelaide never had a specially-constructed telegraph station. In the first instance an office was rented at Neale's Auction Mart, in King William Street; a move was made in 1857 to Green's Exchange, not far away, and the final transfer to the new General Post Office was effected in 1872. The railway stations were utilized at Bowden and Alberton, as well as Adelaide and the Port.

The volume of business, to begin with, was not embarrassing, except by reason of its smallness. The original record has been preserved, is now in the custody of the Deputy-Postmaster-General, and shows that the receipts on the first day were 5s. 3d., on the second 2s. 6d., the third 1s. 9d., and the fourth 1s. 3d. Sir Charles Todd has remarked that these totals were not such as to inspire much confidence in the financial success of the infant scheme. It should be explained, however, that a rival line was in existence, which had been erected by Mr. James Macgeorge, and being opened immediately prior to the construction of the Government telegraph, secured a large share of the public patronage. It was ultimately purchased by the Government from Messrs. Elder, Stirling, & Co., and pulled down. There was steady, if not rapid, progress, and by the end of the year 14,738 messages had been transmitted, yielding a revenue of £366 6s. 7d.

Negotiations for intercolonial telegraphic communication were commenced in the course of the same year. Sir Charles having submitted a scheme for connecting Adelaide with Melbourne, was directed to proceed to the latter city, in order to make the necessary arrangements. Having been successful, he returned

overland in order to select the best route for the South Australian section. The course selected was *via* Goolwa, and thence to Pelican Point, at the entrance to the Coorong, afterwards following a fairly direct line to Mt. Gambier. Submarine cables were necessary across the Murray and Lake Alexandrina, and these gave so much trouble that some years afterwards they were abandoned, and the wire taken *via* Strathalbyn and Wellington.

The line was commenced in April, 1857, and connection with Melbourne established in July, 1858, when the line was formally opened by the Governor, Sir R. G. MacDonnell. Mount Gambier was selected as the border station. Sir Charles Todd's estimate for the work was £20,000, and the actual cost £19,403 9s.

SOUTH AUSTRALIA.—February, 1856: Line from Adelaide to Port Adelaide; anticipated by Mr. Macgeorge's line between the same places, which was opened a few weeks earlier.

NEW SOUTH WALES.—January, 1858: Line from Sydney to South Head.

TASMANIA.—August, 1859.

QUEENSLAND.—April, 1861.

WESTERN AUSTRALIA.—June, 1869: A private line from Perth to Fremantle, taken over by the Government in April, 1871.

The electric telegraph was not introduced into New Zealand until 1865.

The importance of the intercolonial telegraph at the



Photo by H. Kruschook.

CHIEF OPERATING ROOM (TELEGRAPH), G.P.O.

The alternative route *via* Wellington was adopted in 1861. Melbourne and Sydney were connected by telegraph on October 9, 1858, and Sydney with Brisbane in November, 1861. In August, 1859, a cable 196 miles long was laid across Bass Straits in four sections, but it had only a short life of a few weeks. Another route was chosen, and in May, 1869, a second cable was laid direct from Cape Schanck to Low Head. Not until then was the island colony permanently connected with the telegraph system of the mainland.

The following table is of historic interest, showing the dates when the telegraph was introduced into the several colonies which now constitute the Australian Commonwealth:—

VICTORIA.—March, 1854: Line from Sandhurst to Williamstown.

time when budgets of news arrived by the mail steamers, and there was no other channel of communication between Australia and the outside world, has been previously referred to. On the arrival of each English mail there was keen, and sometimes exciting, rivalry between the Melbourne and Sydney newspapers for priority. While there was only a single wire various measures were taken to secure possession of it, such as transmission of chapters of the Bible, which not only blocked competitors, but excluded other customers, to their great annoyance. The pressure on the single wire became so great as to render its duplication imperative, and some relief was obtained in 1861 by the erection of a second wire *via* Wellington, and about the same time a second wire was hung between Melbourne and Sydney.

Direct communication with Sydney was not established until 1867, though Sir Charles Todd had recommended the construction of a line *via* Wentworth as early as 1861. For some reason concerted action on the part of the two Governments was not effected, but Adelaide and Wentworth were connected by wire in 1866.

For several years, even after a second wire had been provided to Melbourne, and a direct inland line connecting Adelaide with Sydney had been constructed, indeed, up to the time of the mail steamers calling at Glenelg in 1874, the *Argus* and the *Sydney Morning Herald* used to send their agents or reporters by the branch mail steamers to King George Sound, so that their reports might be ready to transmit immediately the steamer arrived off Glenelg. Messages of eight to ten thousand words were common in those days. The *Argus* reports were ultimately increased to 20,000 words, and it is recorded that when the great fight between Sayers and Heenan took place, the full report, as published in *Bell's Life in London* was telegraphed to Melbourne and Sydney.

Meanwhile, the inland telegraph system was being developed with a fair amount of rapidity. Within ten years of the opening of the first office the following towns were connected with the city by wire:—Gawler, Kapunda, Clare, Koorunga, Port Augusta, Kadina, Wallaroo, Moonta, Victor Harbour, Goolwa, Mount Barker, Strathalbyn, Wellington, Mount Gambier, Port MacDonnell, and many others. There were in all 57 stations in operation by the end of 1866.

AMALGAMATING THE DEPARTMENTS

The Post and Telegraph Departments were amalgamated on January 1, 1870, and the following will show the amount of business transacted by the Department in that year:—

Post Offices	...	...	274
Letters and packets	...	...	3,099,818
Newspapers	...	...	2,198,477
Revenue	...	...	£30,398
Money Order Offices	...	...	65
Number of Orders issued	...	...	13,396
Amount of Orders issued	...	...	£39,663
Number of Orders paid	...	...	11,004
Amount of Orders paid	...	...	£31,773
Telegraph Offices	...	...	73
Miles of line	...	...	1,183
Miles of wire	...	...	1,718
Cost of lines and instruments	...	...	£101,591
Number of telegrams	...	...	128,485
Telegraph revenue	...	...	£10,517

The foundation-stone of the present post office, which is also the telegraph station, etc., was laid by His Royal Highness the Duke of Edinburgh on Novem-

ber 1, 1867. The buildings were designed by Messrs. Wright and Woods, and were completed in 1872, at a cost of £53,258. They have proved highly convenient for the general public, but the growing business has demanded extensions to accommodate different branches of the service.

The tower is 149 feet in height, and the top of the flagstaff is 175 feet above the pavement. When sending the order for the clock and bells to England, Sir Charles Todd specified that the clock should be of the description known as Denison's double three-legged gravity escapement, with compensation pendulum, the hour bell and quarter-chimes to correspond with those of Great St. Mary's, Cambridge, and the House of Parliament, Westminster. At his request, Sir Edmund Becket kindly superintended the execution of the order, assisted by the Rev. Richard Cattley, M.A., Canon of Worcester.

Carefully-prepared plans of the clock-chamber, etc., were sent to the Agent-General, and the result was the ultimate possession of a clock and bells worthy of the structure they occupy. The clock was made by J. B. Joyce, of Whitchurch. It has a compensation pendulum (1¼ seconds) of zinc and iron. Perhaps the greatest defect is in the size of the dials, of which there are four, 7 ft. 8¾ in. in diameter, and being 112 ft. above the pavement are not up to the usual standard of one foot for every ten feet of height. They are built up of Chance's opal glass, and are illuminated at night, the gas being automatically turned on and off. The bells were cast by John Taylor & Co., bell-founders, of Loughborough. They are of the following tones and weights:—No. 1 (C), 9 cwt. 13 lb.; No. 2 (B flat), 10 cwt. 11 lb.; No. 3 (A flat), 12 cwt. 1 qr. 16 lb.; No. 4 (E flat), 24 cwt. 3 qr. 19 lb. Hour Bell (C), 48 cwt. 2 qr. The entire cost of the clock and bells, including freight, insurance, erection, etc., was £2,037 6s. 7d. The work was completed and the clock set going on December 13, 1875. The clock is compared at the Observatory daily, and is kept within a second or two of true time. It rarely either gains or loses as much as a second a day.

TRANSCONTINENTAL TELEGRAPH.

The two great out-standing achievements of the Telegraph Department are the construction of the telegraph line from Port Augusta to Port Darwin, through the centre of the continent, and from Port Augusta to the border of Western Australia. The former of these was undoubtedly the first, both in importance and magnitude, as well as chronologically, but the latter, in itself, was no inconsiderable undertaking. In both cases the work accomplished benefitted not only South Australia, but the whole of Australasia, inasmuch as it supplied a connecting link between the telegraph systems of the several colonies and the rest of the world. The geographical position that was

occupied imposed a sense of duty in the matter, and the public spirit of the people undertook the discharge of that responsibility single-handed. The Department deserves full credit for its execution of the plans which were authorized by the Administration and the Parliament.

Several schemes for extending telegraphic communication to Australia were mooted from the year 1859 onward. The first was submitted by Mr. Francis Gisborne, who proposed to lay a submarine cable in five sections from the eastern end of Java to Moreton Bay. The estimated cost was £800,000, and it was proposed that the colonies should either take over the cable and work it themselves, or guarantee to supplement the net receipts up to 6 per cent. on the capital outlay. The Legislatures of New South Wales and Victoria passed resolutions agreeing to pay £9,625 and £13,000 respectively, as subsidies, but though negotiations were continued for several years, nothing was done.

In reporting on this scheme, and the several available routes, Sir Charles Todd said he believed an overland line from the north coast, near Cambridge Gulf, would ultimately be found practicable. At that time the crossing of the continent had not been effected, but explorers were almost constantly in the field. Their reports confirmed Sir Charles in his opinion, and led him to oppose all schemes which involved any unnecessary length of cable, where land lines, which would tend to develop the country, were practicable.

A prospectus was issued in 1862 by the promoters of the Anglo-Australia and China Telegraph for a system of cables to connect Rangoon, Singapore, and Hongkong, Java, and Moreton Bay, at an estimated cost of £2,080,000. The Australian colonies were asked to guarantee a subsidy of £50,000 per annum for thirty years. In the same year the problem of the interior of Australia was solved. Stuart, Burke, and McKinlay crossed the continent. The advantages of fixing upon the neighbourhood of Cambridge Gulf, or Van Dieman Gulf, for the cable terminus became increasingly obvious, though it was still a question whether the land line should be carried thence to Brisbane or to Adelaide.

Sir Charles Todd's report on the subject, which had much to do with influencing Government action, was framed in a broad and generous spirit, recognizing that the project was of Australasian, and not merely South Australian interest. Sir Charles wrote: "The erection of an overland line of telegraph to the north coast should be regarded as a national work, in the carrying out of which all the colonies should unite. It is very improbable that an English company will undertake it; it will therefore devolve on ourselves, and have to be done either by a colonial company, with a guaranteed subsidy of 6 per cent., or by the colonies jointly—each colony contributing in some pre-determined

portion; or, as I think would be preferable, one Government to erect the line at its own cost, the other Governments agreeing to supplement the receipts up to 5 or 6 per cent. on the actual outlay. . . . In considering the question of route, we should not so much concern ourselves as to which colony will derive the greatest benefit, according as it started from this or that point, but be prepared to discuss the matter without local bias, 'selecting that route which will traverse, for the greater part, country suitable for occupation, the settlement of which the line will so greatly facilitate.' It will be observed that a national work was contemplated from a truly national point of view.

No practical action was taken until 1870, but in that year the opportunity came in a somewhat unexpected way, and the previous full consideration of the subject then proved of signal advantage. In that year a letter was received from Admiral Sherard Osborne, R.N., managing director of the Telegraph Construction and Maintenance Co., Ltd., addressed to His Excellency the Governor. It enclosed a prospectus of the British-Australian Telegraph Company, and stated that his Company had received an order to manufacture a cable and construct a land line to connect Singapore with Burketown, on the Gulf of Carpentaria, the proposed terminus of the Queensland telegraph system. As the cable was to be landed at Port Darwin, the greater portion of the route to Burketown would be through the Northern Territory. Commander Noel Osborne, R.N., as agent for the Company, was to be sent out to seek the sanction of the South Australian Government for the execution of these works.

At that particular time Mr. H. B. T. Strangways was Premier and Attorney-General. He had always taken great interest in the exploration and development of the country, and in the proposed transcontinental telegraph. The official reply to Admiral Osborne was that, while every facility would be afforded to the Company's agent, the Government would much prefer the construction of line from Port Darwin to Port Augusta, and was prepared to seek Parliamentary sanction for an agreement with the Company for a direct line across the continent to Port Darwin, either to be erected by the Company under Government guarantee, or constructed and worked by the Government.

Commander Osborne arrived in April, and negotiations were immediately entered into, the result of which was that the Government proposed to undertake to construct and complete the land line by January 1, 1872, the Company, on its part, agreeing to lay and complete by the same date a cable from Singapore to Batavia, and from Banjoewangie to Port Darwin, the two sections of the cable to be connected by an intermediate land line through Java, to be constructed by the Government of Netherlands India. A Bill was

accordingly introduced and passed through Parliament authorizing a preliminary loan of £120,000 for the land line. The country was thus committed to the enterprise, but the first half of 1870 had passed before the negotiations were concluded. There was much chagrin in Queensland over the turn events had taken, which was not removed by the suggestion that the overland line might be connected with the Queensland system at some convenient point.

As there were only about eighteen months of the contract time remaining, the work was divided into three sections, to be proceeded with simultaneously. The first was from Port Augusta northwards, 500 miles, to about latitude 27° ; the second from that point to latitude $19^{\circ} 30'$, and the third from the north end of the middle section to Port Darwin, about 539 miles. Section No. 1 was let to Mr. E. M. Bagot at £41 per mile. Section No. 3 was let to Messrs. Darwent & Dalwood on the following terms: Port Darwin to Southport, 39 miles, at £39 per mile; sub-section A, 250 miles, at £60 per mile; sub-section B, 250 miles, at £89 per mile; and sub-section C, 100 miles, at £92 per mile. The central and most difficult portion was undertaken by the Department, instead of being let to a contractor. In each case wire and insulators were provided by the Government, and about 1,500 iron posts were supplied to Mr. Bagot, which were used north of Strangways Springs.

The country had, in the first place, to be re-explored in order to select the most suitable route for the telegraph wire, in advance of the construction parties. For this purpose Mr. John Ross was selected, with a surveyor and three other assistants, his general instructions being to follow Stuart's tracks as closely as possible, but the provision of timber for poles, the existence of permanent waters, and the best crossing-places of creeks, etc., had also to be considered. When it is noted that on the southern section alone for 300 miles there was an absence of suitable timber, some light is shed on the inherent difficulties of the undertaking.

No time was lost in setting to work. The central portion was divided into five sections, each of which was placed in charge of an overseer, with two assistants and from sixteen to nineteen men. For their equipment fifteen horse-waggons, seventeen bullock-drays, one bullock-waggon, and five express waggons were provided, and in all about 165 horses and 210 bullocks. The cartage of rations and telegraph materials, wire insulators, etc., for these parties, from Port Augusta, was let by contract; the terms for the northernmost section were £130 10s. per ton. The difficulties to be overcome, and distances traversed, are further suggested by the fact that while the party in charge of this section left Adelaide on September 5, it only reached the scene of its operations on the 25th of the following May, the first pole not being planted till June 1.

Sir Charles Todd personally visited the construction parties in the end of 1870, travelling as far as the Peake (latitude 28°), to settle the route for the southern section, and complete the organization of the central division. As to both of these, the work was pushed on with so much vigour that it was practically completed within the specified time. Mr. Bagot was allowed to put in alternate poles in the first instance, and the wire was suspended right through his division by the end of 1871. Adopting a similar plan where advisable, the Government parties, working on the most difficult and inaccessible portion of the line, which covered an extent of 626 miles, had completed their several tasks. Some of them proceeded northwards, and the northernmost party, after completing its own 100 miles, proceeded with work towards Port Darwin, till it had constructed 190 miles 12 chains in all.

It was in the tropical section, 500 miles south from Port Darwin, that unexpected trouble and vexatious delays occurred. Messrs. Darwent & Dalwood's contract broke down after about 225 miles of poles and 156 miles of wire had been erected, and the overseer of works, Mr. W. McWheen, having determined the contract, returned to Adelaide to report the disaster. A strong expedition was fitted out under Mr. R. C. Paterson. Sir Charles Todd strongly recommended that the River Roper should be made the base of its operations, but unfortunately he was over-ruled, and further difficulties and delays were the consequence. Mr. Paterson's expedition reached Port Darwin during the dry and hot months, immediately preceding the north-west monsoon, when the country was bare of feed and water scarce. Before materials could be carted up from Southport, all work was stopped by the beginning of a wet season of peculiar severity. Nearly 21 inches of rain fell in December, and over 18 inches in January, before the 24th of the month. The country became impassable. The mortality among the working bullocks went up to from 30 to 40 per cent. Mr. Paterson sent the "Bengal" round to the Roper with stores, and dispatched an assistant to the nearest Queensland station to telegraph for reinforcements and supplies.

The news of this further disaster determined the Government to send Sir Charles Todd with another expedition. He arrived at the mouth of the Roper on January 27, and, taking all necessary precautions, found it practicable to convey the live stock and stores in his charge to the Roper depôt or landing—90 miles from the mouth. The difficulties were not over, for the protracted wet season still hindered operations, but the courage shown by Sir Charles in taking the large steamers in his charge so far up a comparatively unknown river greatly facilitated operations. The work being now in good train, after visiting Port Darwin, Sir Charles Todd left the Roper on June 13, travelling overland to Adelaide, inspecting the work, and putting

the stations in good order. The two ends of the wire were joined on August 22, and, referring to the event, Sir Charles exultingly recorded: "From my camp near Central Mount Stuart I received and acknowledged messages of congratulation from His Excellency the Governor, the Government, from the foreign consuls, and from numerous friends in all parts of the colonies. Our great national work was, so far, *un fait accompli*—the north and south shores of Australia were electrically connected, and our distant settlement at Port Darwin was brought within speaking distance of the seat of government."

An estafette, or horse express, was organized to transmit communications across the gap in the overland line, but the cable between Port Darwin and Java broke down in June or July, and was not repaired until some weeks after the land line was in working order

have been expected with an equal number of men in the settled districts. The freedom from sickness was probably due to careful provisioning, a due supply of tents, hammocks, etc., and a good stock of medicines. The construction parties had little trouble with the natives, but in 1874 the Barrow Creek station was attacked, and the station-master (Mr. Stapledon) and a line-man killed. At first the aborigines frequently damaged the line, breaking the insulators, the fragments of which they used for spear-heads, while they made fish-hooks of the tying wire, but of late such depredations have been rare.

Shortly after the cable was repaired and communication seemed to be satisfactorily established, banquets in celebration of the event were held in Adelaide and London. At the latter of these unstinted praise was bestowed on South Australia for its pluck, enterprise,



Photo by H. Krischock.

CONNECTING BOARD, TELEPHONE EXCHANGE, ADELAIDE.

throughout. In addition to the construction of the line, substantial stone buildings had been erected at several of the stations, temporary premises at others, and premises for the cable staff, as well as South Australian operators; the whole of the work was accomplished within two years. As parts of the route are infested with white ants, the reposting of the line so as to make it secure against their depredations was an early necessity, and altogether 19,000 iron poles were used.

The casualties and the sickness that had to be reported were below what might have been expected, considering that 2,000 miles of telegraph had to be constructed, the greater part of it through a little-known, and at the time wholly unsettled, interior. Five deaths, in all, occurred, two of them from being lost in the bush, and two from disease; the fifth was a case of drowning. The sick-list was nothing more than might

and perseverance in carrying the project through, and at the former Sir Charles Todd gave an interesting *résumé* of the work itself, which up to that point had cost about £322,000. A further sum of £151,554 was expended on re-poling in the next few years, and on December 31, 1883, the entire expenditure had been £479,184.

LINKING WEST TO EAST.

The most important and difficult work undertaken by the Department, next to the construction of the Port Darwin line, was the extension of the telegraph to Eucla, on the border of Western Australia. Attention was drawn to this route as early as 1860, because several of the schemes for connecting Australia with India included a cable terminus on the west coast, and a

glance at the map shows the shorter mileage to be covered. Another factor was the calling of the mail steamers at King George Sound, which caused the project to be regarded favourably.

Nothing definite, however, was proposed until 1873, when the Government of Western Australia wrote suggesting the construction of a line to connect Adelaide with Perth. The execution of this project required the extension of the line between Perth and Albany to Eucla, and the construction of a line to that place from Port Augusta. The project was favourably reported on, and it was proposed, in the first instance, to take the line from Port Augusta, via the Gawler Ranges, to Streaky Bay, thus avoiding the adverse atmospheric conditions of the coast. This, however, would have shut out Port Lincoln and other coastal towns from the benefits of the telegraph, so that it was ultimately decided to follow the western shore of Spencer Gulf to Port Lincoln, and thence near the coast round the Bight. Little difficulty was found in obtaining Parliamentary sanction, and in February, 1875, tenders were invited for the work. The line was divided into three sections: Port Augusta to Port Lincoln, 200 miles; Port Lincoln to Fowler Bay, 340 miles; Fowler Bay to Eucla, 230 miles. The difficulty of the task was indicated by the tendering. The tenders for the first and second sections ranged from £18 16s. to £75 per mile, but for the third there was no offer at all.

The first pole was planted at Port Augusta by the Mayor of the town on August 25, 1875. The line was completed to Port Lincoln on the 17th of the following January, and to Fowler Bay on September 26, 1876—a total distance from Port Augusta of 530 miles. On March 1, 1876, tenders were again called for the last and most difficult part of the line, but the only offer was one from the contractor who was engaged on the other part of the work, and whose price was £46 per mile to Yeer Comban Cowie, at the head of the Bight, and £56 per mile thence to Eucla. The Government was to provide iron poles, wire, and insulators, delivered at Port Adelaide. The terms were considered too high, and it was resolved that the Department should undertake the work itself.

An expedition was forthwith organized under Mr. R. R. Knuckey, who had supervised the work from the commencement, and with him were Mr. McMinn, surveyor, and thirty-eight men, including sub-overseers. The work was carried out in the face of immense difficulties. There are few regions in the world of equal extent so barren and arid as that in which the construction parties had to work. Not only material for the line, but provisions for the staff, and forage for the horses had to be landed at one end or other of the section, which was, say, 230 miles in length. An attempt was made to land some of the poles at the head

of the Bight, but it was found to be impracticable. The country was bare of feed, and except at distant intervals, there was no water. Hence the mere cartage of forage, water, etc., often absorbed the greater part of the transport power. The haulage had to be westward from Fowler Bay to sixty miles beyond the head of the Bight, a total of 150 miles; and from Eucla eighty miles eastward. From Tallowan, fifty-three miles east of Fowler Bay, there was a stage of nearly forty miles to the head of the Bight without water, over heavy sand and through dense mallee scrub, which had to be cleared a width of 40 feet; and from the head of the Bight to Eucla there was no water. The materials, after being carted ninety miles from Fowler Bay, had to be distributed over 60 miles, and water carted out in tanks, and the same had to be done for eighty miles out from Eucla.

Notwithstanding these difficulties, the work which was commenced on September 1, 1876, was completed on the fifteenth of the following July, most of it under a burning summer sun. While it was in progress a wire was put up from Adelaide to Port Augusta, a special line of iron poles being erected as far as Roseworthy. The length of line from Port Augusta to Eucla was 759 miles, using 12,474 iron poles and 147 tons of wire. The total length of line from Adelaide was 979 miles, and the whole work was executed in a year and eleven months. On the Western Australian side of the border the line follows the coast rather closely, and is 752 miles in length from Albany. The total length of the line, therefore, between King George Sound and the head of Spencer Gulf, which connected Western Australian telegraphs with the eastern States, was 1,511 miles.

TELEPHONES.

The telephonic branch of the Postal and Telegraph Department is the youngest, and certainly is not by any means the least vigorous. The telephone was first introduced in September, 1880, when the police station in Adelaide was connected with the office of the Superintendent of the Fire Brigade and the Valve House of the Reservoir, but the system did not come into general use until the Telephone Act was passed and assented to in November, 1881. The following year was busily occupied in the erection of a number of private or leased lines, principally between Adelaide and the Port, and an extension from Edithburg by cable to the lighthouse on Troubridge Island.

The Adelaide Exchange was opened on May 14, 1883, with forty-eight subscribers, and the Port Adelaide Exchange on September 7 with twenty-one subscribers, the two exchanges being connected by four trunk wires. The subscription to each exchange was fixed in the first instance at £12 per annum, which it

has been found possible to very materially reduce. At the end of the year there were 127 Adelaide subscribers, 27 at Port Adelaide, and 139 private lines. The total length of telephone wires was 990 miles, of which 113 miles were for railway purposes. Exchanges at Stirling, Glenelg, Gawler, and other places followed, and the progress was such that twelve years after the initial installation the total number of subscribers had

risen to 902, the total length of telephone wires to 2,460 miles, and the capital cost of the system to £75,525. Since that time a wider range of communication has been rendered possible by the application of scientific discoveries. Many country towns are in speaking communication with the metropolis, and the number of subscribers to the Central Exchange is steadily increasing.

Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., F.R.A.S., F.R.M.S., F.I.E.E., was born at Islington, England on July 7, 1826. He was educated at Greenwich, where he entered the Royal Observatory (founded by Charles II.) in 1841. He received the appointment of Assistant Astronomer at Cambridge, in January, 1848, but at the request of the Astronomer Royal (afterwards Sir George Airy) returned to Greenwich in May, 1854, when the Galvanic Department was placed under his charge, and he was also appointed one of the Astronomers. During the following year he received through Sir George Airy the offer of Government Astronomer and Superintendent of Telegraphs for South Australia, when, "after consulting a certain young lady," to quote his own words, he accepted the position, reaching Adelaide on November 5, 1855. A telegraph line to the Port had been constructed by Mr. Macgeorge, but the Government work was proceeded with, and the line extended to the Semaphore. The line to the Port was opened to the public in February, 1856, a small wooden structure doing duty as an office there, and it is amusing to read the still-existing record that the takings on the first four days amounted to exactly ten shillings and ninepence, the business of the fourth day having dwindled to fifteen pence. Macgeorge's line, which had passed into the hands of Elder, Smith, & Co., was ultimately purchased by the Government, and taken down. To write in detail the biography of Sir Charles Todd from this time would be to give the history of the South Australian telegraph system for the next fifty years. He entered the field at the right time, and was in every respect the right man in the right place. The Post Office and the Telegraph Department are naturally connected as the

great channels of communication, whether inland, interstate, or international, and Sir Charles Todd stood at the head of both from 1870 till 1905, being Postmaster-General as well as Superintendent of Telegraphs, until the Department was transferred from the State to the Commonwealth, when the term Deputy was prefixed to his title until the end of the period. He also had charge of the Observatory at West Terrace, as Government Astronomer and Meteorologist, which as honorary appointments he retained until the end of 1906. The success



E. Gall,

Adelaide.

SIR CHARLES TODD.

of the Port telegraph line was soon assured. It was followed by a line to Gawler, and the work of extension has never ceased from that time until now. The most notable achievements, however, are the linking of Adelaide with the Eastern capitals by the electric wire; the transcontinental line to Port Darwin; and the line to Perth, which may be styled transcontinental also. The former of these to Melbourne was completed and opened in July,

1858, Sir Charles having previously visited Melbourne to make the necessary arrangements with the Government and officials there. The idea of a line being constructed through the centre of the Continent to connect with a submarine cable and link Australia with the rest of the world was first publicly mooted by him in a paper read before the Philosophical Society of Adelaide, in 1863, which was published in the *Electrician*, of London, during the same year. He had, four years earlier, written to the Governor, Sir R. G. MacDonnell, recommending this project, and his proposal was forwarded to the Colonial Office. Nothing positive came of these suggestions until overtures were made by the Eastern Extension Company, save, perhaps, that of preparation, so that when the opportunity came it was promptly embraced. The project of constructing a line nearly 2,000 miles long to traverse an untravelled wilderness, parts of which swarmed with savage and probably hostile tribes, was a great undertaking for so small a community; but Sir Charles had no fear, the Government and Parliament resolved to perform the task single-handed, and the country appreciated the decision. The greatest difficulties were met with in the Northern section, and they were so serious as to require the personal direction of Sir Charles. He had the courage to take the "Omeo" steamer, which conveyed his party, supplies, and materials, for 100 miles up the Roper, an uncharted and almost unknown river, and, having made the necessary arrangements, returned overland. It was while he was in mid-journey that the construction parties from north and south met each other, the wires were joined, and from his camp near Central Mount Stuart Sir Charles had the pleasure of receiving congratulations from the Government in Adelaide and friends in all parts of Australia.

lia. Next in importance and difficulty of any work undertaken by the Telegraph Department was the line from Port Augusta to Eucla, where the South Australian wire joined that from Perth. In length it was nearly 1,000 miles, and required 12,474 iron poles and 147 tons of wire. The total length from Adelaide was 979 miles, and the task was completed between September, 1876, and July of the following year. Though nothing else so extensive was required, in supplying isolated and rising localities with the means of communication, in providing duplicate wires and alternate routes when necessary, and in keeping the service efficient and up-to-date, Sir Charles never abated any of his early alertness and energy. In public utility as well as financial management the Department under his charge was a conspicuous success. As Astronomer he rendered valuable service to science by observing and reporting on celestial phenomena, including the transits of Venus in 1874 and in 1882, and his skill was utilized to fix the true boundary between South Australia and New South Wales. As Meteorologist, also, Sir Charles's reputation stands high, for the percentage of accuracy attained by the daily weather forecasts issued by his authority has been much above the average, while the pluvial and other records of his office have always evinced painstaking care in their compilation. Sir Charles has taken part in many observations in conjunction with fellow-astronomers in other parts of the world, and is deservedly reckoned as a scientific authority. He was created C.M.G. in 1872, and K.C.M.G. in 1893. He is a Fellow of the Royal Society of London, of the Royal Astronomical Society, of the Royal British Meteorological Society, and of the Institute of Electrical Engineers, and is an honorary member of two European Scientific Societies. Besides this, he has taken an active part in local institutions, such as the Philosophical Society, which is now the Royal Society; the University of Adelaide, having a seat on its Council; and the Public Library, Museum, and Art Gallery, as one of its Board of Governors. He is also connected with the Institute of Surveyors, and, besides these and other public or semi-public associations, the geniality of his disposition, together with his over-bountiful

fund of humour, have secured for him troops of private friends. In 1855, on the eve of his departure to South Australia, he married Alice, daughter of Mr. S. Bell, of Cambridge; was left a widower in 1898; has four daughters and two sons, Dr. C. E. Todd, and Mr. Hedley L. Todd. As Honorary Astronomer, his residence was at the Adelaide Observatory, on West Terrace.

R. W. M. WADDY, J.P. It is possible to do a good deal of climbing within the precincts of the Adelaide Post Office, for there are



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Adelaide

MR. R. W. M. WADDY.

many steps between its pavement and the summit of the Victoria Tower. The same remark applies to the Department which has its headquarters in that building; but though the gradations between office of messenger and that of Deputy-Postmaster-General are very numerous, Mr. Waddy has passed through them all. He is the one man who has accomplished this feat, and its merit is enhanced by the applause and goodwill of those with whom he has been associated in every stage of his upward movement. He comes of a brainy family, several members of which have achieved distinction for themselves. Born at Kapunda in 1848, and removing to Strathalbyn in childhood, he was offered a situation in the Post Office there when he was twelve years of age, because he had acquitted himself with exceptional credit in a local

school examination. On the occasion of his latest appointment, which was the only one he had ever sought, Sir Charles Todd, his immediate predecessor, gave the following testimony:—"Beginning at the very bottom rung, Mr. Waddy has worked himself up to the top of the ladder by undoubted merit, assiduity, and ability. In 1875, on the death of Mr. Cunningham, he became Chief Clerk in the Correspondence Office, and in 1889 the title of Secretary was conferred upon him, and on the death of their dear old friend, Mr. Squire, he was appointed his (Sir Charles's) chief officer. Mr. Waddy was an officer in whom he had always placed implicit confidence." Public servants are somewhat restricted in their sphere of activity, but Mr. Waddy has made himself useful as a citizen, nevertheless, especially in the town where he has resided. He was President of the Magill Institute, for twenty-six years he acted as Superintendent of the Sunday-school, and he has frequently occupied several pulpits in the neighbourhood. Mr. Waddy is married, and has four sons and two daughters.

HENRY LAUGHTON HURST, Chief Clerk in the Post and Telegraph Department, South Australia, was born in Adelaide on January



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MR. HENRY LAUGHTON HURST.

30, 1855. He is the only son of the late Mr. Henry Laughton Hurst, who was Superintendent of the

Postal Department of South Australia for a number of years, and a grandson of the late Rev. John Day Hurst, M.A., Rector of St. Catherine's, Dublin, Ireland, a distinguished *litterateur*. The subject of this memoir was educated at the late Mr. John L. Young's celebrated scholastic establishment in Adelaide, and in 1870 he entered the Government service as a junior clerk in connection with the Overland Telegraph Construction Line. He was appointed a cadet on June 1, 1871; clerk in the Postal and Telegraph Department on January 1, 1872; promoted corresponding clerk on July 1, 1896; and chief clerk on March 16, 1906. In 1877 Mr. Hurst married Sarah Cecily, eldest daughter of the late Mr. Francis Sanderson, of Adelaide, and has three sons and one daughter.

JOSEPH JAMES WATSON, Manager of the Telegraph Branch in South Australia, was born at Newcastle-on-Tyne, England, on June 20, 1844. He is the youngest son of the late Hugh Thomas and Mary Watson, his father having been a surveyor, artist, etc., who, in 1849, was persuaded by Earl Grey, Secretary of State for the Colonies, to settle in this colony. The subject of this sketch arrived in Adelaide with his parents on November 5, 1849, and three days after landing his father died, leaving his mother with six young children. The eldest, who remained in England to finish her education, died in Melbourne on her way to this State. Mr. J. J. Watson was educated principally at the Pulteney Street Church of England School. On July 12, 1861, in his seventeenth year, he entered the Telegraph Department as a messenger, at Mount Barker; and on December 1, 1862, he was transferred to Adelaide as junior operator. At that time there were only four telegraph lines in the colony. He was promoted telegraph master at Glenelg on October 1, 1864; was transferred to Adelaide as operator in January, 1866; and was promoted South Australian telegraph master at the Border Repeating Station, Wentworth, New South Wales, on October 1, 1871, remaining there for ten years. In November, 1881, he was promoted to the position of officer in charge of telegraphs at Adelaide; and since the Federal Government has assumed control of the Australian Post and Telegraph De-

partments his position has been recognized as Manager of the Telegraph Branch in South Australia. Starting from the lowest rung of the ladder, Mr. Watson, on principle, allowed no political or outside influence to be used on his behalf, and attained his present responsible position solely on his merit. He has thus an honourable record of forty-five years' service in the State and Federal Governments. Early in his career Mr. J. J. Watson evinced a taste for music. He was a boy chorister at St. John's Church of England in Halifax Street, and while there he was selected by Herr Carl Linger (composer of "The Song of Australia") to sing "How Beauti-



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MR. JOSEPH JAMES WATSON.

ful are the Feet," from the "Messiah," at the Handel Centenary Festival held at Adelaide in April, 1859; and was one of the soloists at the opening of the Adelaide Town Hall in 1866. In the same year he was appointed organist of St. Paul's Church, a position he held for five years, during which he organized a good choir of boys, the first to be surplised in South Australia. In 1869 he was organist at the laying of the foundation-stone of St. Peter's Cathedral, Adelaide, and upon its completion in 1901 he sang in the choir. Upon the Federal Government taking over the State Telegraph Departments on March 1, 1901, a happy thought struck Mr. Watson. He was of opinion that something should be done to celebrate the auspicious occasion when all the telegraphists in Australia were united in one great service, and

became in reality brother officers. Accordingly, at 9 a.m. he spoke to the manager in Sydney and suggested that at noon (Adelaide time) the telegraphists in each of the State capitals should unite in singing "God Save the King." The Sydney manager enthusiastically concurred, and would send the request on to Brisbane. Mr. Watson then spoke to Melbourne. The manager considered the idea a noble one, and undertook to arrange with Hobart. Perth also expressed pleasure at this unique method of joining hands all round Australia. At noon Adelaide time, 10.30 a.m. Perth time, and 12.30 p.m. Brisbane, Sydney, Melbourne, and Hobart time, all were ready for the signal. On the first stroke of twelve by the town clock, Mr. Watson, standing in the centre of the operating-room, gave one, two, three beats, which were ticked off to the other State capitals; and so all joined in from the same beat, and sang lustily the National Anthem. The repeating stations at Wagga Wagga and Eucla joined in the canticle of joy, also the staff at Port Darwin. At the last-named station they were only one beat behind at the finish. Congratulatory speeches were made at the various centres, and a grasp of the hand all round bespoke the genuineness of the telegraphists' sentiments of loyalty to King and country, and brotherly feeling towards their fellow-officers throughout the Commonwealth. By an ingenious repeating contrivance at the Adelaide office it is possible for Perth to speak to Adelaide, Port Darwin, Melbourne, and Sydney simultaneously. A glance at the map of Australia will show that this is no small achievement. Only recently Broome (in Western Australia) successfully exchanged signals with Thursday Island, almost encircling the continent. The transmission of time signals from Washington (U.S.A.) to all the Australian capitals is another remarkable performance; but it is probable that some hand-repeating was done in that instance. In 1890 Mr. Watson married Miss Ada Louisa Graham, and has one surviving daughter. It is worthy of note that his late brother, Mr. Richard Watson, who was Acting Hydraulic Engineer for South Australia, and who died in 1902, was for forty-three years in the service of the Government. Another brother, Mr. Hugh Graham Watson, retired from the South Australian

Post and Telegraph Department in 1905, after forty-seven years' service. The united Government service of the three Watson brothers at the end of 1906 was thus 135 years.

EDWIN BROAD, Assistant-Manager of the South Australian Telegraph Branch, Adelaide, was born in that city on August 17, 1856. He was educated in the school conducted by Mr. Burgan, who was afterwards Inspector in the South Australian Department of Education. In 1872 he entered the South Australian Telegraph Department, and after eight years' service in both town and country offices, followed by seven years as senior telegraphist at Adelaide, he was appointed Joint Superintending Officer in charge of the Telegraph Branch, the title of his position, which he still occupies, being altered under Federation to that of Assistant-Manager. Mr. Broad has witnessed during his career many marvellous developments of telegraphic business, the interstate traf-



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MR. EDWIN BROAD.

fic alone having increased from an average of one hundred messages per day to about five thousand, due partly to the wonderful mineral discoveries at Broken Hill and in

Western Australia, and, latterly, to the reduction of rates under Federation, and the adoption of some of his suggestions has assisted in coping with these developments. In 1888 Mr. Broad devised a system by which telegraphists secured annual leave regularly, without any congestion, and the system worked so admirably that it was eventually adopted in connection with the annual leave of the whole of the post and telegraph officers in the State. In order to assist the efficient working of the telegraph branch, Mr. Broad recently designed and drew a large map of the telegraph circuits throughout the State, showing the routes followed by all lines, office connections, and testing-poles, the distances from station to station, and the lengths of all interstate lines connected with Adelaide. The utility of such a map is apparent. From his youth Mr. Broad has evinced great interest in music. While stationed at Mount Gambier, he was honorary organist of the Methodist Church there, and after his return to Adelaide he occupied a similar position at the Unley Methodist Church for over twenty-five years, resigning at the beginning of 1906. At present he is honorary secretary of the Adelaide Choral Society. He has been a Rechabite all his life. In 1883 he married Miss Webb, of Mount Gambier, and has one surviving son and two daughters.

WALTER CHARLES CRAWLEY, Chief Supervisor in the Telegraph Branch, Adelaide, South Australia, is the eldest son of Mr. Charles Crawley, who owns considerable interests in real estate in Preston, Victoria, where the gentleman under review was born in 1858 and educated. In 1874 he entered the Victorian Telegraph Department at Heathcote as inside assistant, and later was appointed telegraphist at the Chief Telegraph Office in Adelaide, in 1880 becoming sub-officer in charge. Upon the Department being taken over by the Commonwealth he was designated Chief Supervisor, and promoted to the next

class, since when he has, upon occasion, acted as Assistant-Manager. Mr. Crawley holds the post of Commonwealth Public Returning Officer for South Australia, and is Secretary to the Advisory Board appoint-



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MR. WALTER CHARLES CRAWLEY.

ed by the Deputy Postmaster-General. He was Chairman of the first meeting of the South Australian Post and Telegraph Association, and after acting as Vice-President for many years was elected to the presidential chair. He has attended conferences in Melbourne, Sydney, and Adelaide as delegate for the South Australian Association since its affiliation with the Commonwealth Post and Telegraph Association. Mr. Crawley takes a keen interest in educational matters, and in all healthy sport. He is a prominent member of the Anglican Church, and was the recipient of a handsome presentation in the Town Hall in recognition of his services as Churchwarden of St. Paul's. On June 25, 1885, Mr. Crawley married the second daughter of the late Mr. Hill Gilman, senior inland clerk in the General Post Office, Adelaide, and has three surviving sons and three daughters.

Customs Department.

The Department of Trade and Customs in the Australian Commonwealth is charged with all matters relating to trade, customs and excise, patents, trademarks, copyright, bounties, and designs. The Cus-

oms Department in South Australia was taken over early in the history of Federation, but the Commonwealth Patents Act, which was passed in 1903, was not brought into operation until 1906.

The Federal Minister for Trade and Customs is the Hon. Sir William John Lyne, K.C.M.G., the permanent Head and Comptroller-General, Harry Newton Phillips Woolaston, LL.D., I.S.O., J.P.

The following are the principal branches and chief officers in South Australia:—

Port Adelaide (head office), Administration Branch.—Sub-Collector of Customs and Registrar of Shipping, Thomas Noakes Stephens, J.P.; Acting Chief Clerk and Accountant, E. T. Hall.

Correspondence Branch—Clerks: J. T. Lawry, M. J. Naughton, C. F. W. Dechert, W. S. Goudie, and R. L. Hull.

Accounts Branch.—Inspector, A. H. Skinner.

Long-Room and Warehouse Branch.—Warehouse Supervisor, S. J. Harvey; Cashier, F. Clarke.

Statistical Branch.—Clerk-in-Charge, H. J. Dunn.

Landing Branch.—Landing Inspector, B. Magraith, J.P.; Examining Officers, A. C. Threlfall, S. T. Everett, F. L. LeLeu, F. R. Frost, J. Traynor, W. Wadlow.

Shipping Branch.—Boarding Inspectors, R. N. S. Baker, W. P. Stokes, J. H. Walker, A. Stidston, C. W. Swan.

Excise Branch.—Inspector, E. P. Clarke; and fourteen other inspectors.

Adelaide Office.—Sub-Collector, E. J. M. Newman; Examining Officer, T. S. Gillman.

Northern Territory.—Sub-Collector, W. G. Stretton.

Port Pirie.—Sub-Collector, G. Peake.

OFFICERS OF CUSTOMS.

Beachport.—J. C. Wotton.

Fdithburg.—F. W. Allen.

Elliston.—R. C. Anderson.

Fowler Bay.—J. Clarke.

Glenelg.—J. W. Hillman.

Moonta.—J. H. Ferry.

Morgan.—T. W. Tapp.

Port Augusta.—G. H. Field.

Port Broughton.—I. T. Eley.

Port Caroline.—W. J. Dodge.

Port Germein.—W. Windscheid.

Port Lincoln.—A. Dawkins.

Port MacDonnell.—H. P. O. Thomas.

Port Victor.—C. J. Shipway.

Port Wakefield.—Jas. Snadden.

Robe.—G. J. Paris.

Serviceton.—W. Herdson.

Streaky Bay.—J. R. Rowe.

South-East Border.—C. W. Tucker.

Walleroo.—M. Smith.

Railway Customs Officers.—Railway officer acts for the Customs at Balhannah.

Post Office Customs.—Postmasters act as Customs officers at Adelaide, Petersburg, Renmark, Bordertown, Wolsley, Narracoorte, Penola, Mount Gambier, and Port Adelaide.

The magnitude of the business transacted by the Customs Department is represented by the annual returns, which form so conspicuous a feature in the national balance-sheet. At the same time its records are of exceptional interest and importance, as illustrating both the volume and the value of our external trade. In a useful summary that was published early in 1907 it was stated that the imports during 1906 had exceeded those of the previous year by about a million and a quarter sterling. At the same time the expansion of export business was even greater, indicating the substantial growth of general prosperity.

The summary concluded thus: "An adjustment of the direct overseas trading account during 1906 gives the following gratifying result: Total import and export trade, £10,853,616; total imports, £3,982,717; imports retained for home consumption, £3,953,532; imports re-exported, £29,185; total exports, £6,870,899; staple exports, £5,038,774; excess of staple exports over imports retained for home consumption, £1,085,242. Verily this is a wonderful story of expansion, the significance of which is brought out into bold relief when it is recollected that the excess of staple exports over imports retained for home consumption in 1905 was only £467,608."

Patents and Trade-marks Department.

Commissioner of Patents and Registrar of Trade Marks and Copyrights.—George Townsend. Deputy-Commissioner, Geo. McNeil Robb; Chief Clerk and Accountant, George S. Brown.

The South Australian records are kept at the Customs Office, Adelaide, where information on patents, designs, trade marks, and copyrights can be obtained.

The Commonwealth Patents Act, which was passed in 1903, vests the power of granting patents in the Commonwealth, instead of, as previously, in the various States.

Application for a patent may be made by—(a) the actual inventor; or (b) his assignee, agent, attorney, or nominee; or (c) the actual inventor or his nominee jointly with the assignee of a part interest in the invention; or (d) the legal representative of a deceased actual inventor or of his assignee; or (e) any person to whom the invention has been communicated by the actual inventor, his legal representative or assignee (if the actual inventor, his legal representative, or assignee is not resident in the Commonwealth).

An application for a patent must be for one invention only, and must be made in the form prescribed and must be lodged by being left at or sent by post to the Patent Office in the prescribed manner, and must be accompanied by either a provisional specification or a complete specification. The application must contain a declaration in the form prescribed, setting out the facts relied on to support the application, and must be signed by the applicant and attested by a witness.

The term limited in every patent for the duration thereof is fourteen years from its date. But every patent shall cease if the patentee fails to pay the renewal fee within the prescribed time. If in any case, by accident, mistake, or inadvertence, a patentee fails to pay the renewal fee within the prescribed time, he may apply to the Commissioner for an enlargement of the time for making that payment.

Trade Marks.—A registrable trade mark must consist of essential particulars with or without additional

matter. The essential particulars must be one or more of the following:—(a) A name or trading style of a person printed, impressed, or woven in some particular and distinctive manner; or (b) a written signature or copy of a written signature of the person applying for registration thereof or some predecessor in his business; or (c) a distinctive device, mark, brand, heading, label, or ticket; or (d) an invented word or words; or (e) a word or words having no reference to the character or quality of the goods, and not being a geographical name used or likely to be understood in a geographical sense. The additional matter which may be added to the essential particulars of a registrable trade mark shall be:—(a) Any letters, words, or figures; or (b) any combination of letters, words, or figures, or of any of them.

Information relating to procedure to be followed, together with necessary forms of application for the registration of a trade mark, will be furnished on application to the Trade Marks Office.

Department of Defence.

NAVAL FORCES IN SOUTH AUSTRALIA.

These consist of H.M.A.S. "Protector" and a second-class torpedo-boat. The "Protector" is a twin-screw steamer of 920 tons, 1,600 indicated horse-power, maximum speed 14.25 knots. Her armament includes 1 8-inch B.L. gun, 5 6-inch B.L. guns, and 4 3-pr. Q.F. Hotchkiss guns. At the time of her construction she was said to be the most powerfully-armed vessel of her tonnage afloat.

The torpedo-boat has a length of 63 feet, 16½ tons, speed 16 knots, and is armed with a 1-inch Nordenfeldt gun.

The force is under the command of Captain C. J. Clare, C.M.G., R.N.

The permanent staff is as follows:—

OFFICERS.

Staff Engineer.—William G. Robertson.

Paymaster.—Ernest C. Norton, R.N.

Chief Gunner.—John D. Turner, R.N.

Gunner.—Robert Fulton.

Artillery Engineer.—Robert C. Duncan, R.N.

One chief armourer, 1 chief carpenter's mate, 4 C.P.O.'s, 3 chief and leading stokers, and 7 other ratings. Total, 22.

The Naval Militia includes:—

Lieutenant.—Patrick Weir, R.N.

Lieutenant.—George A. Booker.

Staff-Surgeon.—Bedlington H. Morris, R.N.

Sub-Lieutenant.—Harry W. Mills.

Warrant Officer.—James S. Morrison.

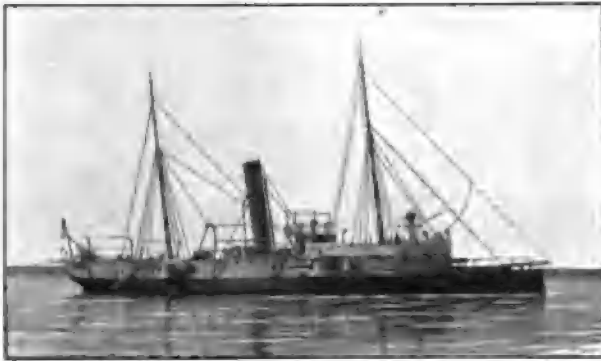
One engine-room artificer, 19 leading stokers and stokers, 12 first-class P.O.'s, and 82 able seamen, training seamen, and boys. Total, 119. These form the crew of the "Protector" when the vessel is in Commission.

Temporary commissions were issued to the Paymaster, Lieutenant Weir, and the Staff Surgeon in the Royal Navy whilst in China, and temporary warrants to Chief Gunner Turner and Engineer Duncan.

The "Protector" was built for the South Australian Government by Armstrong, Mitchell, & Co., at Newcastle-on-Tyne. She was launched in 1884, and left England in June of that year, arriving in September. Until July, 1893, the vessel was kept in full commission, having a complement of 90 on board. In that year, however, a policy of retrenchment was adopted, and the number was considerably reduced. Captain Walcot retired, and returned to England, and Lieutenant W. R. Creswell, R.N., the Senior Lieutenant, was appointed to the command. In May, 1900, Captain Creswell accepted the Naval Commandantship of Queensland, and Captain Clare succeeded him as Commandant in South Australia.

The South Australian Government offered the services of the "Protector" to the Imperial Admiralty in 1900, for service in China, to assist in the suppression of the "Boxer" rising, which necessitated the international occupation of Peking. The offer was accepted, and the

"Protector" left Port Adelaide on August 6, reaching Hong Kong in the following month. After a few days' stay there she was ordered to Shanghai, and on



H.M.A.S. "PROTECTOR."

arrival at that port was directed to go north, and to join the squadron under the command of Vice-Admiral (now Admiral of the Fleet) Sir Edward Hobart Seymour,

G.C.B., in the Gulf of Pechili. The "Protector" returned to Australia at the close of the year, and was in Sydney during the inauguration festivities of the Commonwealth on January 1, 1901, when Lord Hopetoun was sworn in as the first Governor-General.

For these services in China, together with others who took part in that expedition, officers and men were presented with medals. Captain Clare received the honour of being made a C.M.G.

At present the "Protector" is the only suitable vessel possessed by the Commonwealth for training the Naval Militia of the several States, and at this work has been actively employed, visiting Sydney and Melbourne at different periods.

The naval offices and drill-sheds are situated at Largs Bay, and the Torpedo Station at the North Arm, Port Adelaide River. At the latter place the torpedoes are kept (of which there are fourteen Whiteheads), observation mines, submarine mines, and electrical appliances.

MILITARY FORCES IN SOUTH AUSTRALIA.

District Headquarters Staff.—Commandant, Lieutenant-Colonel J. H. A. Lee. Deputy A.A.G. and Deputy A.Q.G., Brevet-Lieutenant-Colonel C. J. Reade, C.B. Staff-Officer Artillery, Captain C. F. Woodcock. Staff-Officer for Engineer Services, Captain T. H. Smeaton. Ordnance Department: Senior Ordnance Officer, Major A. Hudson; Chief Armourer, Lieutenant and Quartermaster W. De Rose. District Paymaster, Major F. L. Knowles. Instructional Staff Officers: Australian Light Horse, Captain William De Passey; Infantry, Lieutenant W. E. H. Cass; Cadets, Lieutenant E. W. Ralph. Commanding Royal Australian Artillery (Forts Largs and Glanville), Captain C. F. Woodcock, R.A.A.; Militia (attached to District Headquarters Staff). Principal Medical Officer, Major W. Ramsay Smith.

Officers Commanding Corps.—Australian Light Horse, 16th Regiment, Lieutenant-Colonel G. H. Dean, V.D.; 17th Regiment, Major J. F. Humphris, D.S.O. Artillery, No. 1 S.A. Battery, A.F.A., Captain W. L. Stuart; No. 1 S.A. Company, A.G.A., Major L. Dyke, V.D. 10th Regiment Australian Infantry, Colonel Jas. Rowell, C.B., V.D. Corps Signaller, Captain W. J. R. Hutchison. Australian Army Service Corps, Captain O. Esselbach, V.D. S.A. Infantry Regiment, Lieutenant-Colonel R. J. S. Adams. S.A. Scottish Infantry, Captain T. H. Smeaton. Australian Army Medical Corps (No. 6 Field Hospital), Captain L. W. Bickle, F.R.C.S.; S.A. Garrison Company, Captain A. E. Shepherd; Australian Army Nursing Service, Lady Superintendent, Miss M. Graham; Cadets, Officer Com-

manding, Major A. H. Neale, V.D.; Commanding 1st Battalion, Captain H. R. W. Leschen; 2nd Battalion, Captain W. H. Cherry; 3rd Battalion, Captain J. Donnell.

Establishment (1906) Corps.—Australian Light Horse: Staff-officers 2. 16th Regiment: Officers 23, men 273. Attached Squadron: Officers 3, men 37. 17th Regiment: Officers 18, men 206. No. 1 S.A. Battery, A.F.A.: Officers 4, men 72. No. 1 S.A. Company, A.G.A.: Officers 5, men 100. 10th Regiment, Australian Infantry: Officers 29, men 483. Australian Army Service Corps: Officer 1, men 7. Corps of Signallers: Officers 2, men 29. Australian Army Medical Corps: Officers 13, men 57. Veterinary Department: Officers 2. S.A. Infantry Regiment: Officers 28, men 483. S.A. Scottish Infantry: Officers 6, men 114. Australian Army Nursing Service, 16. Cadets: Officers 124, men 2,034. Total: Officers 260, men 3,911. Grand total, 4,171.

The first organization of military forces in South Australia dates from 1854, when a Militia Act was passed, empowering the Government to call out a force of 2,000 men, to be ballotted for from the citizens between 18 and 46 years of age, if sufficient volunteers were not forthcoming. Volunteering, however, became so general and popular that no such action was ever taken.

An Act was passed in 1865-6 authorizing the calling out of a body of not less than 540, nor more than 1,000, paid volunteers at 5s. per day, also a reserve force of 1,000 men at the same rate. The Act was amended in

1867, higher pay being given to the artillery, and a troop of cavalry (providing their own horses) being authorized.

Imperial officers, with a small staff of drill instructors, were obtained from England to organize a body of 1,000 paid volunteers, V.M.F., raised under the Acts of 1865-6-7. These officers were Colonel Downes, R.A., Commandant, and Major Godwin.

Another Act was passed in 1878, which was amended in 1880, authorizing the formation of a standing, or permanent, military force of four officers and 130 men. This was not acted on till 1882, when a force of 1 officer and 20 men (Garrison Artillery) was raised; and increased in 1885 to 2 officers and 50 men, under Major Gordon, late R.A.

Amending Acts were passed in 1881-2, which allowed the force of paid volunteers to be raised to a maximum of 1,500 men, with a reserve of unlimited number.

In 1885 Major-General Downes was appointed Secretary of Defence in Victoria, having previously retired from the army with the honorary rank of Major-General, and was succeeded as Commandant in South Australia by Brigadier-General Owen, Royal Artillery, who, in 1888, was granted leave of absence from February 1 till the expiration of his term of engagement on March 25. During the interval the command of the forces devolved on Major J. M. Gordon, who was appointed Colonel, with temporary rank. On March 23, 1888, Major-General Downes was appointed Commandant, in succession to Brigadier-General Owen, and retained that position until 1893.

The post of D.A.A.-General was filled by Imperial officers (Major Fergusson, Rifle Brigade, and Major Jervois, Royal Engineers), up to 1888. Major Lovett (1st Somersetshire Light Infantry) was appointed in October of that year, with the local rank of Major, and Major Stuart in 1891. A "Defence Forces Act" was passed in 1886, repealing all former Acts relating to the Militia, and paid and unpaid volunteer forces, and consolidating and amending the laws relating to them. This Act was amended in 1890, and under its provisions the volunteer force is called "The Volunteer Militia Reserve Force," and the mounted infantry of the volunteer Militia Reserve Force is a partially paid corps, for drills performed, etc.

In November, 1891, Major Stuart was appointed Brigade-Major to the S.A.M. Forces in succession to Major Lovett. Lieutenant-Colonel J. M. Gordon was appointed Commandant of the Forces in succession to Major-General Downes, with the rank of Colonel on the staff of the Forces, in 1893, and in 1895 Major Stuart severed his connection with the permanent staff, having accepted an appointment in the Customs Department. His duties were undertaken by Major J. C. Hawker, with the title of Chief Staff Officer.

The Defence Act of 1895 repealed all former Military Force Acts, and provided for the raising of an active and reserve as well as permanent force, the whole being placed under the Army Act and Queens' Regulations. The Forces of South Australia were taken over by the Commonwealth Department of Defence on March 1, 1901, and were administered under the Acts in force at the time of Federation; but on the passing through the Commonwealth Parliament of the Defence Bill in 1903 they were re-organized. Brigadier-General J. M. Gordon, C.B., was transferred to the command of the military forces, Victoria, on July 14, 1902. Lieutenant-Colonel J. Sanderson Lyster was appointed Commandant on July 4, 1902, and assumed command on his return from South Africa in September of that year. He was transferred to Sydney in January, 1904, when he was succeeded by Colonel W. M. Bailey, who retired in April, 1905, on account of ill-health. Lieutenant-Colonel E. T. Wallack, C.B., was then appointed to the command. He was promoted to be senior member of the Military Board, and left Adelaide in December, 1906. Lieutenant-Colonel J. H. A. Lee having been appointed Commandant, entered on the duties of that position on January 1, 1907.

The regular Imperial forces were finally withdrawn from South Australia about the year 1871, since which time the colony has been entirely dependent on its own resources for land defence. At various periods the condition of affairs in Europe, causing general anxiety, has had its effect in the enrolment of volunteers and the formation of voluntary organizations. The South Australian National Rifle Association is a case in point. It represents a movement which dates from the time when war seemed imminent between Russia and England, in 1877, when the martial feelings which were awakened determined the Government to take active steps towards raising local forces. The present Association was formed under the Defence Forces Act, 1886. Patron, His Excellency the Governor; President, the Commandant of the Forces; Secretary, Lieutenant C. M. Billin. It is composed of (a) Individual members of the naval forces, the naval reserve forces, the forces, and the rifle clubs authorized under this Act, joining the Association under the rules thereof; (b) individual riflemen joining the Association under the rules thereof, and being British subjects by birth or naturalization, who shall at the time of their application to become members, be residing, and who shall for the period of at least six calendar months immediately preceding such application have resided in the province.

Rifle Clubs may be formed under the Defence Act, 1903, the members of such clubs being governed by the rules for Rifle Clubs which from time to time may be made, altered, or revoked by the Governor-General and published in the *Government Gazette*. Before a club can be formed,

the names of not less than 30 men, over 18 and under 60 years of age, and who are prepared to be active members of the Club, including the names of a President of the Club, and of a committee of at least two members, must be forwarded to the officer supervising Rifle Clubs. If the formation thereof is approved, notice to that effect is to be published in the *Commonwealth Gazette*, after which the club shall be deemed to have been duly formed and the members of it subject to the rules for such clubs. The Governor-General may by proclamation cause any members of Rifle Clubs to be enrolled in the forces if required. Members of Rifle Clubs are provided with rifles and ammunition on the terms and conditions prescribed by the regulations. Every club must elect a

the Federal settlement. At that time the title of "Commonwealth" was adopted, and the veteran statesman formulated the sentiment which was stamped on the national mind, "One people, one destiny."

At the time of the Egyptian war the South Australian Government offered to send a contingent for service in the Soudan, which was the first received by the Imperial Government, and was, perhaps, somewhat hastily declined. During the war in South Africa nine contingents in all were raised, equipped, and dispatched, numbering in the aggregate 1,521 officers and men. The first of these contingents embarked on November 2, 1899, and the last on May 24, 1902. The efficiency, conduct, and services of the Australians were commented



Photo by H. Kriehock.

DISTRIBUTION OF SOUTH AFRICAN WAR MEDALS BY SIR GEORGE R. LE HUNTE, K.C.M.G.

committee, consisting of a captain, secretary, treasurer, and two members, and the property of the club must be vested in such committee.

The military conditions of Australia in general, and of South Australia in particular, and the military spirit of the people elicited by those conditions, together with circumstances affecting the Empire, have profoundly affected political affairs, besides producing conspicuous displays of loyalty and patriotism. It was a report on the general situation from a military aspect, by General Edwards, which impelled Sir Henry Parkes to take active measures towards Federation. The direct result was the Convention at Sydney, over which Sir Henry presided, which framed the constitution that formed the basis of

upon in most favourable terms by many of the commanders under whom they served in various parts of South Africa, and by the Commander-in-Chief (General Roberts) himself. The sixth contingent, which formed a part of De Lisle's Australian Brigade, attached to Thorneycroft's column, had the honour of acting in the last great drive of the war, capturing the last prisoners that were taken. The enthusiasm that was manifested at the departure of the several contingents, and the liberality, both public and private, with which the necessary funds were provided, are matters of history. The value of the colonies to the Empire, their varied and ample resources, and the force that dwells in kinship, all received vivid illustration.

Colonel JOHN HENRY ALEXANDER LEE, Commandant of the Military Forces in South Australia, was born at Calcutta in the year 1853, and is of Scottish descent, being a son of the late Mr. David Henry Lee, and grandson of Dr. John Lee, principal of the University of Edinburgh. His mother was a daughter of Colonel Sir Robert de Moubray, of Otterston and Cockairnie, Fifeshire, the history of whose family is traceable without any interruption to the time of William the Conqueror, and is distinguished by a lengthy record of services in both army and navy. Colonel Lee, though born in India, received his early education in the land of his ancestry, at Edinburgh, and it was continued at Blackheath and Wimbledon. He then spent some time on the training-ship "Worcester," and was afterwards at sea for eight years in vessels belonging to the firm of Devitt & Moore, ultimately passing the necessary examinations for a mate's certificate at the London Board of Trade. On leaving the merchant service, Colonel Lee entered upon a military career, and, coming to Australia, joined the forces in this country. In 1890 he returned to England, and having obtained his military certificates at Chatham and Portsmouth, was afterwards appointed to the com-



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COLONEL JOHN HENRY ALEXANDER LEE.

mand of the Corps of Australian Engineers, New South Wales, at Sydney. During the Boer war Colonel Lee went to South Africa

with the first Commonwealth Horse, which formed part of the Australian column under Colonel de Lisle, and operated with signal success in the Orange River Colony under General Thorneycroft. Colonel Lee saw a fair amount of active service during the movements of General Thorneycroft's brigade, and at one time acted as Brigade-Major to Colonel de Lisle, by whom he was thanked on his departure. Returning to Australia in 1902, on the cessation of hostilities, he resumed his position in New South Wales as Officer Commanding Engineers, which he retained until his appointment to the South Australian command, as successor to Colonel Wallack, who was transferred to the Federal Military Board. Colonel Lee's recreations are shooting, fishing, and yachting. He married, in 1881, a daughter of Mr. D. Anderson, of Kent, England, and has two daughters.

Brevet Lieutenant-Colonel CHARLES JAMES READE, C.B., who achieved distinction by active service in the field during the South African War, and is at present Deputy Assistant Adjutant-General, and Deputy Assistant Quartermaster-General of the Military Force in South Australia, was born at Bendigo, Victoria, on August 10, 1863. He is a son of Mr. George Reade, for many years manager of the Oriental Bank at Sandhurst, and was educated at the High School, Sandhurst, and Geelong Grammar School. He subsequently studied medicine for some time at the Melbourne University, but ultimately relinquished the medical in favour of the literary profession, removed to Jamestown, and for a number of years successfully managed and edited *The Jamestown Review*. In the public movements and institutions of the northern town, including the local hospital and institute, he took an active and prominent part. He was a member of the Town Council for twelve years, and District Clerk and Secretary of the Belalie Agricultural Society for a similar period. His interest in military matters led to his energetic efforts in behalf of rifle-shooting and to his being in command of the Jamestown Mounted Rifles for ten years. He was chosen to visit England with the Jubilee Contingent, but was unable to avail himself of the opportunity. In 1900 he volun-

teered for service in South Africa, the Second Contingent was dispatched under his charge, and he subsequently commanded both the first and second contingents. He served under Generals Pole-Carew, Hutton, Mahan, and Alderson, and



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LT.-COLONEL CHARLES JAMES READE.

took part in the operations in Cape Colony, the Orange River Free State, and the Transvaal. He was engaged in the actions of the Vet River, Zaand River, Johannesburg, Pretoria, Diamond Hill, and Belfast, and in the operations east of Pretoria as far as Komati Poort. He was mentioned in despatches in the *London Gazette*, on April 16, 1901, had the honour of being created Companion of the Bath, and has received the war-medal with six clasps. When he returned to South Australia in 1901, Colonel Reade was engaged as staff officer for the South African Contingents, and his connection with the military forces of the Commonwealth has continued ever since. In 1902 he was appointed D.A.Q.M.G. for Victoria; he received his present South Australian appointments on July 1, 1903; and he was Acting-Commandant in this State from August, 1904, until April, 1905. In October, 1884, Colonel Reade married Miss A. M. Fletcher, daughter of Mr. H. W. Fletcher, Albert Park, Victoria, and has a family of three sons and three daughters.

Colonel GEORGE FERGUSON, V.D., on the Reserve of Officers of the Military Forces of South Aus-

tralia, was born at Hobart, Tasmania, in 1846, and is the eldest son of the late Captain Charles Ferguson, Chief Harbour Master of the State of Victoria, who was in command of the Williamstown Volunteer Marine Artillery at the time of the Crimean War. Captain Ferguson was instrumental in raising this corps, of which he was the first commanding officer, being succeeded by Sir George Verdon. After a long and honourable career in the Government Service of Victoria, he died in London in 1868, while on a visit to the old country on sick leave. The subject of this notice was educated at Williamstown, Victoria, under Mr. J. H. Weldon, concluding his studies at the Scotch College, under Dr. Alick Morrison. On leaving school he was brought up to a commercial career in the well-known house of Dalgety & Co., where he remained for some fourteen years. In 1875 he came to South Australia, and opened up the Murray and Darling trade for Messrs. William McCulloch & Co., subsequently establishing the business of Messrs. G. Ferguson & Co., well known in the mercantile history of Port Adelaide, and in connection with the Murray River trade. While at Williamstown, Victoria, the Colonel took a keen interest in military matters, joining the Williamstown Volunteer Rifles as a private in April, 1861, at the age of fifteen. The Williamstown Rifles being merged with the Artillery, he joined as a gunner, went through the ranks of a non-commissioned officer, and in 1872 received his commission as Lieutenant. Three years later he became Brevet Captain, and in 1882, upon his removal to South Australia, he retired from the Victorian Forces with the rank of Captain. In the same year he joined the South Australian Garrison Artillery, became Captain in 1884, Major in 1889, Lieutenant-Colonel in 1895, and Colonel in 1901. As Major he raised and commanded the C Battery Garrison Artillery, and was appointed commanding officer of the South Australian Artillery Brigade in 1895, in succession to Colonel Mathews. In 1901 he had the honour of being placed in command of the South Australian Contingent (of 550 men) which visited Melbourne to take part in the royal review at Flemington in honour of the royal visit of the Duke and Duchess of Cornwall and York on

the occasion of the Federal celebrations. During the visit of their Royal Highnesses to Adelaide, Colonel Ferguson, with others, received from the hands of the Duke the Volunteer Decoration. On the reorganization of the Forces of Australia, there being no Artillery command suitable to his rank, he was placed on the reserve of officers, and was appointed a member of the local Council of Defence. He acted as Honorary A.D.C. to Sir Fowell Buxton and to Lord Tennyson, former Governors of South Australia. Although by effluxion of time the retirement of the Colonel should have taken place when he had attained the age of sixty, he, at the request of the military authorities, continues to serve on behalf of the country. Colonel Ferguson is a local director of the Colonial Mutual Life



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COLONEL GEORGE FERGUSON.

Assurance Company, and a Justice of the Peace for South Australia and New South Wales. In 1872 he married Rose, daughter of Mr. Alexander Young, of Barrabool Hills, and has a family of three sons and two daughters. Two of his sons—Lieutenant C. Crawford Ferguson, who is associated with his father in business, and Captain Hayter Ferguson, now an engineer in the interstate trade—served in the South African campaign.

Colonel ALFRED CLIFFORD CATT, V.D., formerly of the South Australian Infantry Regiment, is the only son of the Hon. Alfred

Catt, having been born at Strathalbyn on March 28, 1861. He received his education at the State school in his native town, and at Prince Alfred College. At the age of 19 years he entered the employ of his father, who was in business as a storekeeper at Gladstone. In 1881 his father was first returned for Parliament, whereupon he retired from the business, and the son took it over in 1884. Finding that the sedentary life of storekeeping was not conducive to his health, he was compelled to seek a change of avocation; and in 1894 he set up as an auctioneer and estate agent at Gladstone. In 1903 he was offered, and accepted, the management of the land department of Messrs. Bagot, Shakes, & Lewis, in Adelaide, and is still in the employ of that firm. Very early in his career he took an interest in military affairs, joining the Gladstone Rifle Company—of which his father was commanding officer—when he left school in 1880. In 1885 he received his commission as Lieutenant; was promoted Captain by General Owen in 1886; obtained his Majority under General Downes in 1892; was promoted Lieutenant-Colonel under General Gordon in 1897; and was made full Colonel on retiring from the Force in 1903, when he removed to Adelaide. During his connection with the Military Force Colonel Catt devoted a good deal of his spare time to rifle-shooting, and he became one of the crack shots of South Australia. He was Captain of the Gladstone Rifle team during the time it held the Championship for seven years, which was an unbroken record. He also captained the inter-colonial team on its visit to Melbourne in 1892; and he was a member of the South Australian team that visited Hobart in 1894. He won a number of medals for rifle-shooting, and holds the 40-guinea shield, won by the Gladstone team, presented to him as commanding officer of the company. Colonel Catt had the honour of commanding the largest regiment in South Australia—the South Australian Infantry Regiment, which extended from Mount Gambier, in the south, to Petersburg, in the north, and consisted of over one thousand men. He was appointed commanding officer of the S.A. troops that visited Sydney during the visit of the Imperial troops. In 1904 he received the decoration of V.D. for twenty years' unbroken service as a volunteer offi-

cer. Colonel Catt was appointed second in command of the contingent selected to attend the late Queen's Diamond Jubilee celebrations in London in 1897; but, owing to a family bereavement, was unable to accept the position. He volunteered for service in South Africa during the last Boer War; but as there was no vacancy for an officer of his rank, the offer was declined. During his residence at Gladstone Colonel Catt took a very active interest in the municipal and social life of the town and northern district. For fourteen years he was a member of the Gladstone District Council, during which period he creditably filled the Mayoral chair for four years. He was Chairman of the Gladstone School Board of Advice for ten years, and President



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COLONEL ALFRED CLIFFORD CATT.

of the Institute and Superintendent of the United Methodist Sunday-school for a number of years. In 1884 he was appointed a Justice of the Peace for South Australia, and was afterwards visiting Justice to the Gladstone Gaol—one of the largest penal establishments in the State—for fifteen years. He is a Justice of the Peace for New South Wales. In 1892 Colonel Catt received a very flattering requisition to become a candidate to represent the Northern District in the Legislative Council, but declined on account of pressure of business. He belongs to the Freemasons, Oddfellows, and Foresters, and is Superintendent of the East Adelaide Methodist Sunday-school—one of

the largest Sunday-schools in the suburbs of Adelaide. On November 12, 1884, Colonel Catt married Miss Kate Sinclair, of Green Patch Station, Port Lincoln, and has six daughters and one son.

Colonel JAMES ROWELL, C.B., V.D., A.D.C. to the Governor-General, in temporary command of the 10th South Australian Infantry Regiment, was born at Cambridge, England, on January 20, 1851. He was educated at the Government school, Fulham, and afterwards acquired a thorough knowledge of horticultural work. He joined the mounted force in June, 1877, and received his commission as Lieutenant, and was placed in charge of cavalry at Adelaide on August 8, 1880. He was promoted Captain on August 5, 1881; Major on June 29, 1885; Lieutenant-Colonel on May 22, 1895; and full Colonel on November 5, 1900. In 1897 he was appointed to the command of the South Australian detachment that visited England in connection with the late Queen Victoria's Diamond Jubilee celebrations. At the outbreak of the Boer war he was placed in charge of the 4th Regiment of Imperial Bushmen, consisting of 480 officers and drawn men, from South Australia, Western Australia, and Tasmania. Colonel Rowell returned to Adelaide in July, 1901, and shortly afterwards was placed in charge of the Mounted Brigade, pending the re-organization of the military forces under the Commonwealth. He was appointed to the command of the 10th Infantry Regiment on January 1, 1904, and subsequently a consultation member of the Military Board inaugurated after the resignation of Major-General Sir Edward Hutton. Colonel Rowell has received the C.B. medal, the Queen's Diamond Jubilee medal, the Queen's South African war medal (four clasps), and the Officers' Long Service Decoration.

Colonel FRANK MAKIN, V.D., was born at Salford, Lancashire, England, on February 22, 1842. He received his first commission as an ensign in the 5th Lancashire Rifle Volunteers (now the 3rd Volunteer Battalion Lancashire Fusiliers) in May, 1861; but retired on settling in South Australia in 1869. Upon the formation of the military forces in South Australia in 1877, he re-

ceived his commission as Captain of the Adelaide Rifles, and was promoted Major in 1880. In March, 1882, on the Adelaide Rifles being divided into regiments, he was promoted Lieutenant-Colonel, and appointed to the command of the 2nd Regiment, which post he held until June, 1896; when, on the re-organization of the military forces, he was promoted Colonel, and appointed Officer Commanding the Brigade, acting for some eight or nine months as Commandant, during the absence of Colonel Gordon. On the expiration of his term of office as O.C., he retired from the service, and was appointed Honorary Colonel to the Adelaide Rifles. Upon the taking over of the military forces by the Commonwealth he was appointed Honorary Colonel of the 10th Australian Infantry Regiment, which was the new designation of the Adelaide Rifles.

Colonel JAMES CHAPMAN LOVELY was born in London in the year 1844, and came to South Australia at the age of twenty. He had previously been a cadet in the Second South Middlesex Rifle Corps, then under the command of Lord Ranelagh, serving in this corps successively as a private, corporal, sergeant, and colour-sergeant. He resigned upon his departure for Australia, and became connected with the local rifle volunteer forces in December, 1878, soon after their organization, receiving his commission as Captain eleven years later. Colonel Lovely rose rapidly in the service, which he has largely assisted in popularizing and organizing. In 1889, as Lieutenant-Colonel, he raised the 3rd Regiment of Militia, which he commanded until the inauguration of the new force. He has held the appointment of an honorary Aide-de-camp to Sir William Robinson, the Earl of Kintore, Sir Fowell Buxton, and to His Excellency Lord Tennyson. In 1899 he was ordered back to the active list, and instructed to reorganize the 1st Battalion A.R., which having been accomplished, he was, in November, 1900, promoted to the rank of Colonel, and appointed Officer Commanding the Brigade.

Lieutenant-Colonel GEORGE HENRY DEAN, Commander of the 16th Regiment, Australian Light Horse. There came to South Australia, in 1848, from England, a

sturdy Lincolnshire man, in the form of Mr. William Dean, who may deservedly be numbered among the pioneer pastoralists of the Commonwealth. For fifty years, up to the time of his death in 1898, he was very closely identified with the raising and breeding of stock in this State; indeed, stock-breeders of this century owe much of the high grade of cattle which exists to his early efforts. His son, George Henry, the subject of this notice, worthily follows in his late father's footsteps. The Lieutenant-Colonel was born at Campbelltown, near Adelaide, on June 29, 1859, and received his education at St. Peter's College. On the completion of his scholastic studies he at once launched into pastoral pursuits in his native State; but very early in life, although giving due attention to the industry he had elected to adopt, he exhibited a tendency for a military career. Lieutenant-Colonel Dean joined the South Australian forces in 1877, and served in the ranks for three years. In the month of August, 1880, he passed with credit the necessary examination, and received a commission. Some time later, Lieutenant-Colonel Dean went to India as Private Secretary to Colonel John Adam Fergusson, who was then A.A.G. of South Australia. At that period a leading question of the Government of the State was the introduction of coolie labour into the Northern Territory, and it was in connection with this important matter that Colonel Fergusson was dispatched by the Government to Bombay and Calcutta. There he had many conferences, and received much assistance from his brother, Sir James Fergusson, then Governor of Bombay; indeed, to him and the Marquis of Ripon, then Viceroy of India, was due to a large extent the success of the commission. The Bill for the introduction of coolie labour was duly passed by the Council of India, and Colonel Fergusson and his private secretary returned to South Australia. Long before this visit Mr. Dean's father had established the present firm of Messrs. Wm. Dean and Son, stock and station agents, now being carried on entirely by the Lieutenant-Colonel at Davenport Chambers, Currie Street, Adelaide, and the present proprietor became a partner soon after his return from India. Since that time the opera-

tions of the firm have grown and extended year by year. Lieutenant-Colonel Dean's military career, it may be said at the outset, has one distinction that few officers in the Commonwealth can lay claim to. That is, in the length of continuous service. He, with Colonel James Rowell, C.B., is the oldest officer in South Australia, who has served without a break since joining the forces in 1877. On May 24, 1885, a captaincy was conferred upon Lieutenant Dean, who continued to study for further promotion, which came ten years later, when on May 22, 1895, he was made Major. He became Lieutenant-Colonel on November 5, 1900, and in that office was commissioned an extra A.D.C. to Lord Tennyson, a former Governor of South Australia.



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LIEUTENANT-COLONEL G. H. DEAN.

From 1891 to 1895 he acted as Hon. Secretary to the Commonwealth Council of Rifle Associations, which, in conjunction with General Owen, he was instrumental in forming. This Council is recognized as a most useful and important body, controlling, as it does, rifle-shooting throughout the Commonwealth. It is now embodied as a part of the Commonwealth Military Forces, and Colonel Dean still continues to represent South Australia. Throughout his military career he has been closely identified with the mounted service; first, when it was inaugurated as Mounted Rifles; then, when transformed into Lancers, back again to the old title, and now Australian

Light Horse. Lieutenant-Colonel Dean may justly feel proud in having largely contributed to the efficiency of the mounted forces in South Australia; and in retaining as he does the fullest respect and loyalty of his sub-officers and men, who recognize the value of his past services and the keen interest evinced in their progress. The Colonel has taken a prominent part in Masonic affairs, being first identified with the United Service Lodge (now merged into the No. 1, S.A.C.), and is a Past Master of the Friendship Lodge, Adelaide. He also holds office in the Mark Lodge, and was for some years a member of the Executive of the Grand Lodge of South Australia. He was married, in 1882, to Florence Ida, daughter of Sir Edwin T. Smith, of Adelaide, and his family consists of five sons and one daughter. During the visit of His Royal Highness the Duke of York to Adelaide he received from the Duke's hands the Colonial Auxiliary Forces Long-service Decoration.

Major WALTER SCRIVEN, V.D., late Commanding Officer of C Battery, Garrison Artillery, and now of the unattached South Australian military forces, was born in London on October 27, 1855. His father was a tanner and currier, carrying on business at Bermondsey—the largest leather centre in England—London and after attending Bacon's Grammar School of that town, he was, at the age of fourteen, apprenticed to his father for seven years. In 1877, accompanied by his brother Henry, he came to Adelaide, and entered the employ of Mr. John Dench, tanner, of Hindmarsh, remaining with him for about eighteen months. He and his brother then commenced business on their own account as tanners and curriers, at Hindmarsh. They remained in partnership for about twelve years, dissolving in 1889. In 1893 he was employed at Messrs. John Reid and Sons' tannery at Hindmarsh, and now has charge of one of the departments there. Major Scriven has had a most distinguished military career. He joined the 3rd City of London Cadet Corps when fourteen years of age, and served three years in all ranks up to Lieutenant. At eighteen he joined the 3rd Regiment City of London Volunteers. The Honorary Colonel of this regiment was Sir Robert (afterwards Lord)

Napier of Magdala. After serving as a private for two years, he left London for South Australia. In 1877 he joined the South Australian Volunteer Force under Colonel Biggs as a private in G Company, and in a short time was appointed a Lieutenant under the late Captain C. W.



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MAJOR WALTER SCRIVEN.

F. Trapman. He resigned after twelve months' service; and in August, 1879, enrolled as a private in the Port Adelaide Rifle Company under Captain (now Lieutenant-Colonel) Lovely, and served as a private between five and six years. When the Russian War scare was at its height he formed a Company at Hindmarsh of men employed in the leather trade, and offered their services to the South Australian military authorities, but, owing to the formation of other companies having been previously sanctioned, the offer was declined. Mr. Scriven was, however, requested to keep the company intact for a time, in case its services might be required. In May, 1885, he was enrolled by Colonel Mathews as a gunner in B Battery under Major (afterwards Lieutenant-Colonel) Fiveash, and served five years in different ranks up to Sergeant. On May 8, 1890, he was appointed Lieutenant, and was posted to C Battery with that rank under Major (now Lieutenant-Colonel) Ferguson. He was promoted to the rank of Captain on July 11, 1893, and was posted to B Battery Garrison Artillery, Major Hardy commanding, and when that officer retired from the force Major Scriven

took command of the battery, and held the appointment until July, 1894, when he was transferred to C Battery, of which he was Commanding Officer, except for a short period when Major Schomburgk was in command. On the reconstruction of the military force, Major Scriven was, on June 11, 1896, promoted Captain, and was posted Commanding Officer of C Battery; and on July 11, 1897, he attained his Majority. It was mainly due to his efforts that the battery became strong and efficient, and all those who came in contact with him spoke in the highest terms of his soldierly qualities. On the occasion of the dispatch of the South Australian Contingent to Sydney to represent the State's military forces at the celebrations in connection with the inauguration of the Commonwealth, Lieutenant-Colonel A. C. Catt was in command; but at Murray Bridge was prevented, through illness, from proceeding further. Major Scriven, being the next senior officer present, took command of the Contingent, and in that capacity earned the good opinions of every one with whom he came in contact. According to a Sydney authority the South Australian camp compared more than favourably with the other encampments; but while Major Scriven was careful to enforce the strictest discipline he did not alienate the respect and esteem of his subordinates. To mark their sense of appreciation of his sterling qualities, the company officers of the Contingent, on the return journey to this State, made him the recipient of a presentation. After the raising of the Fifth Contingent for service in the South African War, Major Scriven was appointed Special Officer, and acquitted himself in a highly creditable manner. His military service dates from 1877, and as an officer from May 8, 1890, when he received his commission as Lieutenant. Major Scriven belongs to the Naval and Military Club, the Mostyn Lodge of Freemasons, and the Peace Lodge, U.A.O.D., Hindmarsh. On October 27, 1880, he married Annie Verco, second daughter of the late Mr. William Cornish, an old resident of Hindmarsh, and has two daughters and two sons.

Major S. E. BEACH, of the South Australian Military Forces. The military career of the subject under notice dates from June, 1877, when, at the inauguration of the

South Australian military force, he enrolled as a private. After a few months' service in the ranks, he was on December 27, 1877, gazetted a Lieutenant, and transferred to the North Adelaide Company, under the command of Captain Gretton. As a junior subaltern, it was his privilege to carry the old colours (which now rests in the Town Hall) for the last time, and to receive the new Queen's colours from the hands of Lady Jervois in June, 1879. Two years later he was selected for the important position of Adjutant to the Adelaide Rifles, then under the command of Colonel Fitzroy (now Earl Euston), and on November 25, 1881, he received his Captain's commission, and assumed the command of K Company, 2nd Battalion, which became noted for its efficiency and shooting. This company, consisting largely of old soldiers, could always turn out eighty strong on parade, and showed a front rank in which nearly every man wore a service-medal. In 1881 Major Beach volunteered for active service in South Africa against the Zulus. This was the first occasion on which colonial troops had been offered to the Old Country for service abroad. When the South Australian Government offered a contingent for service in the Soudan, Captain Beach was appointed to the command of No. 1 Company for



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MAJOR S. E. BEACH.

active service. Although the offer was accepted by the English Government, and preparations were completed, the date of departure

was postponed until the hot season was over, by which time the need for help had passed, and with it Major Beach's opportunity of gaining distinction on the field of battle. Her late Majesty Queen Victoria forwarded a gracious letter of thanks on this occasion. In March, 1885, Captain Beach was promoted to Major, and continued to serve with the First Regiment until the reorganization of a year or two ago, when he was transferred at his own request to the Active Supernumerary List, where his services are at the disposal of the Commandant at any time should the necessity arise.

Major MAURICE FRANCIS PLAISTED was born at Port Adelaide on May 8, 1864, and is the eldest son of the late Mr. Maurice Plaisted, a well-known ship-chandler. He became a member of the military forces in July, 1882, joining the Garrison Artillery as a gunner under Major Fiveash of B Battery, and rose to the rank of Major, being on the active list for twenty-five years. Major Plaisted was in command of the Garrison Artillery which went to Melbourne on the occasion of the Duke of York's visit, and won the reputation of excelling all the other States in the march at the review at Flemington. He acted as umpire for No. 2 Section in the military manoeuvres of 1905, held in South Australia.

Major HENRY PALMERSTON TOMKINSON, of the 16th Regiment Australian Light Horse, was educated at St. Peter's College, Adelaide, and at Haileybury College, England. On June 25, 1883, he joined the Mounted Rifles as trooper, and received his commission as Lieutenant exactly two years afterwards. He was promoted Captain on March 27, 1889, and obtained his Majority on June 16, 1897. He was A.D.C. to Major-General Sir John Owen, K.C.B., R.A., late Commandant of the South Australian Military forces, and attended encampments in New South Wales, Queensland, and Victoria.

Major VERNON HARRIDGE EDWARDS, unattached, late South Australian Infantry, is the eldest son of the late Mr. Henry Edwards, farmer and grazier, of Brighton,

South Australia, where the subject of this sketch was born on July 20, 1866. He received his first tuition under the late Mr. Thomas Lawton, at Glenelg, and subsequently he attended the scholastic establishment of the late Mr. Frederick Caterer at the same place. Early in 1884 he joined the Garrison Artillery at Largs Bay and Adelaide as a Gunner; was transferred in 1887 to the Second Battalion Infantry Regiment, under the command of Colonel Madley; and during the same year received his commission as Lieutenant. He was promoted Captain in 1891, and shortly afterwards Adjutant of the First Battalion until he attained his Majority in June, 1898. In February, 1901, he was sent as Special Service Officer to South Africa, and served his first appoint-



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MAJOR VERNON HARRIDGE EDWARDS.

ment with Colonel De Lisle's column until he contracted enteric fever, and was invalided home. He afterwards returned to South Africa, posted to the staff of General Sir Henry Settle at Cape Town. Thence he was sent as Chief Staff Officer to Colonel White's column, operating in the district of Namaqualand, and was present during the whole siege of O'okiep, and had command of the outer works. A number of the trenches of the belligerents were within a hundred yards of each other, and the enemy was continually wrecking the outer works with bombs, the materials of which were mainly enclosed in 2-lb. fruit-preserving tins. During the siege, which lasted for thirty days, there were frequent cessations of hostili-

ties, and on several occasions Major Edwards lunched with General Maritz and staff. Major Edwards was mentioned in two despatches, firstly by the officer commanding the district of Namaqualand, and secondly by Lord Kitchener, for distinguished services during the campaign. The former wrote: "The Commanding Officer wishes to place on record the coolness and steadiness displayed by Major Edwards and his garrison of Fort Shelton under not only heavy rifles, but appalling dynamite fire. The experience gained from last night's action is 'the bark of the latter is worse than its bite,' and that the troops have literally nothing to fear from dynamite bombs being thrown as the enemy is doing, provided they pour a hot fire on them as did Fort Shelton last night, and prevent any getting inside barbed wire, and sufficiently near block-houses to project the bomb, e.g., last night enemy succeeded in cutting the tough foot wire outside the 'stand,' but the fire was too well sustained to allow him to succeed in cutting the latter. Major Edwards' defence of Fort Shelton last night, backed up as it was by N.C.O.'s and men under his command, is an example to encourage the defenders of this town, and one the C.O. hopes will be emulated by all when their turn comes." At the termination of the siege of O'okiep, Major Edwards had a roving commission in the Intelligence Department, the duties of which were extremely onerous, requiring great tact and caution in their fulfilment. Upon the declaration of peace he was appointed Permit Officer for East London, which he held until the permit system was abolished; and returning to Adelaide in 1892, was placed on the unattached list. Major Edwards had conferred upon him the Queen's South African Medal (with two clasps) and the Long Service Medal. In regard to his civil duties, it may be mentioned that Major Edwards entered the Lands Titles Office in September, 1883; and in June, 1904, he was appointed Deputy Registrar-General. Upon his return from South Africa he resumed his official position. During 1882-3 he accompanied the late Ernest Giles, F.R.G.S., "Gold Medalist," upon an exploration expedition into the interior of Australia. In September, 1895, Major Edwards married a daughter of the late Mr. Edward Playford, and has two daughters.

Major JOSEPH FRANCIS HUMPHRIS, D.S.O., commanding the 17th Regiment, was born at McLaren Vale, South Australia, on May 6, 1868, he being the second son of the late Mr. Edmund Humphris, mineral-water manufacturer, of



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MAJOR JOSEPH FRANCIS HUMPHRIS.

Jamestown. The subject of this sketch was educated at the model school, Jamestown, and at the age of twenty-one years he entered the business of his late father, who established it in 1882. He joined the Rifle Volunteers in 1886; and on the formation of the Mounted Rifles he became one of the original members, receiving his commission as Lieutenant in 1892. In 1897 he was one of those chosen to represent South Australia at the celebrations in England in connection with the late Queen's Diamond Jubilee. On the outbreak of the Boer War he joined the South Australian Second Contingent as Senior Subaltern, and was in South Africa from February to November, 1900. He took part in the march of Lord Roberts' column from Bloemfontein to Pretoria, and was at the capture of the latter place. Afterwards he was engaged in the battles of Johannesburg, Diamond Hill, and Belfast. He was mentioned in despatches, and on his return to Adelaide was gazetted D.S.O. for meritorious work in connection with gun escorts at the battle of Brantfort. He then received the rank of Brevet-Major and was appointed to the command of the Jamestown Mounted Rifles, which position he held until he succeeded Major Lovelock, V.D.,

as Commander of the 17th Regiment, A.L.H. Major Humphris is one of the Directors of F. Humphris & Sons, Limited, manufacturers of condiments, preserves, pickles, sauces, etc. In February, 1901, he married Miss Chanter, step-daughter of the Hon. Alfred Catt (formerly Chairman of Committees in the South Australian House of Assembly), and has one son.

Major STANLEY PRICE WEIR'S military career dates back to the time of the Russian scare in 1885, when so many colonists, with commendable loyalty, took up arms in readiness to defend their hearths and homes against probable invasion. Major Weir served in the ranks of the Militia Infantry as private, corporal, sergeant, and colour-sergeant, until March 19, 1890, when he received his first commission, being appointed Lieutenant, and was posted to C Company Third Battalion, which company he, with Lieutenant Tolley, was instrumental in raising. On May 25, 1893, he was promoted to Captain, and given command of C Company Third Battalion S.A.M.I., under Colonel J. Chapman Lovely, V.D., who six months subsequently appointed him as his Adjutant, in which capacity he served until the militia was disbanded in 1895. On the formation of the present force he was again appointed on the Regimental Staff as Adjutant of the Infantry Regiment, and served in that office until he was promoted to his present rank, as Second in Command of the Tenth Australian Infantry Regiment, in January, 1904, which position he still holds. On March 19, 1905, he received the Volunteer Long Service Medal, awarded for twenty years' service.

Major ALFRED EDWARD MARSTON NORTON, D.S.O., Commercial Agent for South Australia in the Agent-General's Department, London, was born at Golden Hall, Shropshire, England, in the year 1869, and is the youngest son of Mr. John Norton, a landed proprietor of that county. The subject of our memoir received his scholastic training in England, first at the Lucton Grammar School, subsequently completing his education at Cheltenham Collegiate School. On the conclusion of his studies Major Norton emigrated to South Australia, and shortly after

his arrival entered into commercial life, securing a post with Messrs. G. and R. Wills & Co., the well-known warehousemen. After some years he relinquished his position with this firm and became associated with Messrs. D. & J. Fowler, Limited, with whom he remained until March, 1906, when he received his present appointment of Commercial Agent for South Australia in London. Major Norton has been connected with military affairs for nearly twenty years. He joined the ranks in 1887 as a gunner in the South Australian Artillery, and eleven years later was appointed to the command of the Field Artillery. He retained the command until 1906, when, in view of his departure to London, he relinquished his post of commanding officer. Major Norton was a member of the Fourth Imperial Contingent dispatched from South Australia on May 1, 1900, and accompanied Colonel Rowell, C.B., to South Africa, having the command of B Squadron. During the progress of the Boer war he was in several important engagements, and was mentioned in despatches for his gallant conduct in connection with the recapture of the guns of the 38th Battery during an action before Bethlehem, for which service he was decorated with the Distinguished Service Order by the Imperial Government. He also received the war medal and two



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MAJOR A. E. M. NORTON.

clasps. In the course of a brisk skirmish at Vredefort Major Norton was injured by a horse falling on him and was invalided home. In 1895 he

married Fanny, daughter of the late Mr. W. J. S. Stacy, an ertswile member of the Stock Exchange of Adelaide, and has a family of three sons.

Major WALTER LESLIE STUART, commanding No. 1 South Australian Battery Austra-



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MAJOR WALTER LESLIE STUART.

lian Field Artillery, was born at Adelaide on June 2, 1875. He was educated at Prince Alfred College, afterwards passed his examinations for the law at the Adelaide University, and was admitted to practise at the Bar of South Australia in 1901. In 1898 he was appointed associate to His Honor Mr. Justice Bunday, and on the retirement of that gentleman from the Bench he became associate to His Honor Mr. Justice Gordon. During his collegiate days he evinced great interest in military matters, and on March 20, 1900, joined the South Australian Infantry (Adelaide Scottish Regiment) as a private. He was afterwards transferred to the 10th Adelaide Infantry, and received his commission as Lieutenant on May 31, 1901. On September 26, 1903, he transferred to No. 1 S.A.B.A.F.A., was promoted Captain on March 8, 1905, and obtained his Majority on July 1, 1906. He passed both examinations for Captain and Major with special mention. In December, 1902, Major Stuart married Kathleen Molly, daughter of the late Mr. S. G. Kingston, and has issue two children.

Captain WILLIAM DE PASSEY, Staff Officer Australian Light Horse, Headquarters Staff, South Australia, was born at Habberly Valley, County Worcestershire, England, on December 2, 1860, being the youngest son of the late Mr. Thomas De Passey, farmer, of High Habberly, Worcestershire. He was educated at King Charles's Grammar School, Kidderminster, and enlisted in the 5th Lancers by special authority, on account of being under age, on May 1, 1876. In February, 1879, he volunteered to the 17th Lancers for active service in Zululand, South Africa, and served throughout the campaign. He was present at the battle of Ulundi, for which he received the medal and clasp. The regiment proceeded to India, but De Passey returned to England for the purpose of joining the Canterbury Riding Establishment. He finished the course there, and obtained a certificate, and in December, 1880, left England to rejoin his regiment at India. He served with the regiment at Mhow and Lucknow, and was employed in its riding-school during the whole time he was in India. He was promoted Rough-Riding Sergeant-Major; left the regiment in 1888 (he having served over the full term of limited engagement, i.e., twelve years), and coming to Adelaide joined the South Australian



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CAPTAIN WILLIAM DE PASSEY.

Permanent Artillery as a Gunner. After serving seven months and ten days, during which period he was promoted Bombardier, he was trans-

ferred to the Headquarters Staff and appointed Drill Instructor to the mounted branches of South Australia, with the rank of First-Class Warrant Officer. In 1897 he was selected to proceed to England as Instructor to the Diamond Jubilee Contingent. On the formation of the Second Contingent he acted as Instructor throughout, and accompanied it to South Africa as Regimental Sergeant-Major. He served with the contingent from its landing in South Africa until its return to South Australia. He was present at the whole fighting, including the operations in Cape Colony between De Aar and Priesca; took part in the advance from Bloemfontein to Komatapoorte; and was present in the actions at Brandtford, Vet River, Johannesburg, Pretoria, and Diamond Hill; and the operations east of Pretoria, including the actions at Belfast, Swatz Kopie, and Dulstrom. He was promoted Lieutenant on March 13, 1901; and on his return to Adelaide was appointed Staff Officer for Light Horse, Headquarters Staff, South Australia. He afterwards volunteered for and was selected to command D Squadron Second Battalion Australian Commonwealth Horse. Returning to South Africa, he served with the regiment until the conclusion of the war, taking part in Lieutenant-General Ian Hamilton's last great drive, Lieutenant De Passey's squadron taking the last prisoners of the war at Devondale, near Vryburg. On his return to Adelaide he resumed his position on the Headquarters Staff of the Commonwealth Military Forces as Staff Officer of Australian Light Horse, and was promoted Captain on April 4, 1906. He is a member of the Naval and Military Club, Adelaide, and is past master of Mostyn Lodge of Freemasons. In 1889 Captain De Passey married Miss Louisa Wegner, and has one son.

Captain ARTHUR ROBERT DYCE WATSON LEONARD, of No. 1 South Australian Company Australian Garrison Artillery, Adelaide, was born in London on February 2, 1864, being the youngest son of the late Dr. James Keith Leonard, M.R.C.S. (Eng. and Edin.). He was educated at the North London Collegiate School; at the Lycee, Paris; and at Heidelberg, Germany. Returning to England he went to Oxford, where he

matriculated, but owing to protracted illness was unable to go into residence. He subsequently re-crossed the English Channel and took up teaching at Besançon and Calais. While in France he served as a reservist and proceeded to Algeria, where he saw some fighting against the recalcitrant Arab tribes. On account of ill-health he returned from France at the end of 1882, and came to Adelaide as an invalid on January 11, 1884. He joined the South Australian Department of Education as a teacher in 1884, and the volunteers as a private on January 7, 1886. He served first at Williamstown and afterwards at Riverton, being promoted Lieutenant in 1888, and passed his examination for Captain under General Downes in 1892. Severing his connection with the Education Department, he came to Adelaide and was appointed headmaster of St. Bartholomew's Church of England Day-school. About the same time he transferred to the militia, and when the military forces were re-organized in 1896 he was transferred to the Garrison Artillery. In 1890 he was promoted Captain, and volunteered for service with every contingent that left Adelaide for South Africa. His services being required locally, he was not sent to South Africa. During the absence at the war of Major Scriven, V.D., Captain Leonard was placed in com-



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CAPTAIN A. R. D. W. LEONARD.

mand of C Company Garrison Artillery, and Colonel Ferguson expressed his satisfaction at the manner in which the duties had been

carried out. It may be mentioned that, on the arrival in Adelaide of their Royal Highnesses the Duke and Duchess of York, Captain Leonard was given the command of the guard of honour. In 1896 Captain Leonard established the Old College School at Beulah Road, Norwood, and carried it on until April, 1907. It was an establishment for boy boarders and day scholars (boys and girls). Captain Leonard is an enthusiastic Freemason, being Past Senior Warden of Emulation Lodge, No. 32. In 1900 he married Laura Ada, a daughter of the late Mr. Theodore Simon, accountant, of East Adelaide, and has one son.

Captain JAMES HARRY SMITH OLIFENT, the Adjutant of the 10th Australian Infantry Regiment, was born at Adelaide in 1869. He is the eldest son of Mr. Harry Smith Olifent, of the South Australian Civil service, who descends from an old historical family in Scotland, the name appearing prominently throughout the records of soldiers for more than eight centuries, especially during that period of strife when the House fought for "Prince Charlie" and went into exile with him. His education was obtained primarily at the hands of the Rev. W. S. Moore, and completed at Prince Alfred College, whence, following in his father's footsteps, he also entered the Civil service. After varied experience in the Crown Lands Department—in which office- and field-work were combined—Captain Olifent was appointed Secretary of Land Boards; and subsequently in the early history of the Western Australian gold-fields he was one of the pioneer prospectors of the Niagara district. Upon the formation of the 3rd Battalion Adelaide Rifles, in 1889, Captain Olifent recruited, and during the following year, by the recommendation of Colonel James Chapman Lovely, V.D., he obtained preferment from the ranks, and was granted his commission by the Earl of Kintore on July 9, 1890. At different periods during Colonel Lovely's command Captain Olifent combined the duties of a company officer with those of Assistant-Adjutant and Assistant-Instructor of Musketry. He vacated the command of a company raised under the auspices of the Australian Natives' Association to accept the

position of Adjutant of the 2nd Battalion Adelaide Rifles; and shortly after the military forces merged from State to Commonwealth he was appointed to his present position, having passed the necessary examination, being classed "Special mention"—"Distinguished in tac-



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CAPTAIN JAMES HARRY SMITH OLIFENT.

tics." Captain Olifent was amongst those officers chosen to represent the State at the proclamation of the Commonwealth at Sydney, and accompanied the Western Australian Contingent to Melbourne as transport officer during the festivities in connection with the opening of the Parliament of the Commonwealth. He was also detailed for duty with the Imperial troops, in a similar capacity, during the visit of the Duke and Duchess of York. Captain Olifent passed the first Infantry School of Instruction held in Victoria, and was classed "Distinguished in military law." He was the recipient of a special minute from Major-General Sir Edward T. Hutton, K.C.M.G., etc: "This officer deserves much credit." He also passed with "honours" the instructor's course for Light Horse at the school held in Adelaide, being "Distinguished in all theoretical subjects." He has, in addition, qualified to rank as field officer, and has been appointed by Colonel James Rowell, C.B., V.D., etc., a member of the Regimental Board of Examiners for the 10th Australian Infantry Regiment. He takes a keen interest in rifle-shooting, has represented his regiment in the several States, and in 1903 was classed its

crack shot. He is a descendant of a long line of prominent Freemasons, and represents the third generation of his family in the Lodge of Friendship, No. 1, S.A.C., of which he has been for several years the Secretary. He is also a Companion of the Royal Arch Chapter.

Captain WILLIAM CHARLES MEDLYN, J.P., Secretary of the Adelaide Hospital, and Assistant Secretary of the South Australian Medical Board, was born in Adelaide in the year 1868, and is a son of the late Mr. Thomas Medlyn, of Cornwall, England, who came to South Australia in the early days of the colony. After a sound preliminary training at Whinham's North Adelaide Grammar School he became a student at Prince Alfred College, and at the conclusion of his studies was given the option of qualifying for a profession. Without very seriously considering the matter, however, he chose a mercantile career, and entered the service of Messrs. Harrold Brothers, but subsequently abandoned this employ to join the clerical staff of the Adelaide Hospital in February, 1887. He carried out the Secretarial duties of this important institution for some considerable time before his formal appointment to the office in May, 1904, and has always proved himself a thoroughly capable administrator of



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CAPTAIN WILLIAM CHARLES MEDLYN.

the affairs which pass through his hands. Captain Medlyn has been associated with the military forces of South Australia for some years, and

at present holds the position of Captain in the 10th Regiment Australian Infantry. He is Secretary to the Commissioner of Charities, and has been gazetted as a Justice of the Peace. His name is well known in the cricket-field, and also in musical circles, where he has taken a prominent part in orchestral performances. He is interested in gardening, and spends much of his leisure time following this fascinating pursuit. Captain Medlyn, who resides at "Strathmore," College Park, married a daughter of Mr. Henry Graves, of Adelaide.

Captain ALEXANDER JOHN McLACHLAN, barrister and solicitor, was born at Narracoorte, South Australia, on October 31, 1872. He was educated in Victoria and afterwards at Mount Gambier, and matriculated at the Adelaide University in 1889. He was articled first to Messrs. Davison and Daniel, solicitors, Mount Gambier, and subsequently to Messrs. Grundy and Pelly, of Adelaide. He was admitted to the Bar of South Australia in July, 1895, and practised at Petersburg until early in 1897, when he joined the Right Honourable C. C. Kingston, K.C., and remained a partner with him, carrying on business as Kingston and McLachlan until June 30, 1905, when the partnership was dissolved, since which date he has carried on business in partnership with Mr. W. J. Vandenberg, as McLachlan and Vandenberg, at Exchange Buildings, Pirie Street. Since his admission to the Bar Mr. McLachlan has been engaged in a number of notable cases. His first important case was in 1896, when he successfully defended Bessie Mann on a charge of child-murder. Since then he has also been retained in many important commercial cases. For three years he occupied the position of Chief of the Caledonian Society of South Australia, and was instrumental as such in bringing about the formation of the Scottish Corps, having been appointed its first commanding officer, with the rank of Lieutenant, on April 2, 1900. He held this position until 1903, when, owing to pressure of professional duties, he was placed on the retired-list, with the rank of Captain. Mr. McLachlan, as Chairman of the Committee, was instrumental in erecting a statue to the celebrated Australian explorer, John

McDouall Stuart. He also took a prominent part in the reception and entertainment of the late Major-General Sir Hector Macdonald, K.C.B. The Caledonian Society of South Australia, in recognition of these kind offices, and also for the special services which he rendered to



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CAPTAIN ALEXANDER JOHN McLACHLAN.

that body while he was its able Chief, unanimously appointed Mr. McLachlan a life member. He evinces a keen interest in athletic sports and horseracing; and belongs to the South Australian Jockey Club, the Adelaide Racing Club, and Tattersall's Club. He is likewise a member of the Naval and Military Club and the Commercial Travellers'. Mr. McLachlan is a second cousin of Miss Jessie McLachlan, the celebrated Scottish ballad singer, who visited Adelaide in 1905. In 1898 Mr. McLachlan married Miss C. A. Billiet, a daughter of the late Mr. M. C. Billiet, of Adelaide.

Captain JOHN DESMOND is Principal Veterinary Officer to the Military Forces of South Australia, Government Veterinary Surgeon, and Chief Inspector of Cattle. Captain Desmond was born in Victoria on November 17, 1860, being the eldest son of the late Mr. P. Desmond, an early settler in the sister State, where the subject under notice received his educational training. At the conclusion of his studies, he attended the Melbourne Veterinary College at Fitzroy, for the study of veterinary science, under Professor

Kendall. After a four years' course under this able instructor, and securing the diploma of the Veterinary Board of Victoria with first-class honours, he became identified with the College staff as Lecturer in Pathology, Bacteriology, and Microscopical Technology. In 1899 he received his present appointment. On September 18, 1900, he was appointed Principal Veterinary Officer to the military forces of South Australia, with the rank of Lieutenant; and three years later was gazetted Captain. Captain Desmond's work consists chiefly in delivering lectures on veterinary science in connection with the principal Agricultural Bureaus, and also at the School of Mines and Industries, Adelaide, and the Agricultural College at Roseworthy; in the investigation of diseases in animals in the State; and the oversight of all animals in the different Government departments. During the short time he has been in the State he has discovered several diseases which were not supposed to have existed in Australia, viz., trichina, cancer in domesticated animals, and several classes of tumours new to science. He has been elected hon. veterinary surgeon to the Society for the Prevention of Cruelty to Animals, of the Royal Agricultural Society of South Australia, and of the Dog and Poultry Society, which offices he holds at the present time. He is an ardent rifle



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CAPTAIN JOHN DESMOND.

shot, being the President of the Metropolitan Rifle Club, and has won innumerable trophies throughout the State, including the King-

ship for 1906. Captain Desmond is a member of the Naval and Military, Commercial Travellers', Stock Exchange, and Tattersall's Clubs, and acts as hon. veterinary surgeon to all the racing clubs.

Lieutenant and Adjutant FRANCIS CHARLES SIEKMANN, of the 16th Regiment Australian Light Horse, Adelaide, was born at Saddleworth, South Australia, on March 28, 1872. He is the second son of Mr. Ernest Siekmann, who arrived in this State in 1854, and who afterwards became well known in the North as a wheatbuyer, but now living in retirement. The subject of this sketch was educated in a grammar school at Jamestown, and entered the Audit Office as a clerk in 1889. He subsequently joined the 3rd Battalion Infantry Regiment under the command of the late Captain Hipwell, and enlisted as a trooper with the Fourth Contingent for service in South Africa early in 1900. He was promoted by steps to Quartermaster-Sergeant, and served in that rank in South Africa under Colonel Rowell. Contracting enteric fever in South Africa, he was three months in hospital, and was afterwards invalided home in the hospital ship "Ranee," being responsible to the surgeon for the discipline of the men. He returned with the Seventh Contingent to South Africa as a subaltern under Captain De Passey. The contingent disembarked at Durban, and entrained to Newcastle, in the north of Natal. From there a position was taken up in the Drakenberg Mountains while the drive was proceeding through the Orange Free State. While engaged on this duty they were on the historic ground of Ingogo Heights. They were then employed with the New Zealanders as part of the Australian Brigade in the last big drive of the war from Klerksdorp to Vryburg in Bechuanaland. When the British began driving operations the line extended from fifty to sixty miles, and the number of mounted troops engaged was between 25,000 and 30,000. One hundred paces existed between files, and at night the whole force was entrenched at intervals of one hundred yards, there being only sufficient men left in camp for the horse pickets. The members of the contingent remained in South Africa until peace was declared, when they returned home. Since his return the first appoint-

ment Lieutenant Siekmann received on the active list was Quartermaster of the 17th Regiment. He was afterwards transferred to No. 1 Squadron 16th Regiment Australian Light Horse; and on September 16, 1904, was appointed Adjutant under the commanding officer, Lieute-



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LIEUT. FRANCIS CHARLES SIEKMANN.

nant-Colonel Dean. For his military services Lieutenant Siekmann was awarded the Queen's South African war medal (with four clasps) and the King's medal. In 1891 he was appointed Clerk to the City Coroner, Clerk to the Vaccination Officer, and Clerk to the Inspector of Anatomy, and still holds those positions. He is an enthusiastic supporter of all manly sports, was an ardent cricketer in the days of his youth, and has devoted a good deal of his spare time to lacrosse.

Lieutenant JAMES BOTTEN RICHARDS, of No. 1, South Australian Company Australian Garrison Artillery, was born at Goolwa, South Australia, on March 7, 1875. He being the eldest son of the late Mr. Marc Richards, engineer, Goolwa. He was educated at the public school in his native town, and at the Pulteney Street School, under Mr. T. C. Hayward. His first start in life was in the telegraph-office at the Adelaide Railway Station, and fifteen months afterwards he passed the Civil Service Cadetship Examination, and was appointed permanently to the department. In 1896

he joined the B Battery Garrison Artillery as a gunner, and, having passed the necessary examination for Sergeant in 1907 was promoted Corporal. Promotions to Sergeant, Quartermaster, and Quartermaster-Sergeant followed in rapid succession, and in 1900 he received his



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LIEUTENANT JAMES BOTTEN RICHARDS.

commission as Lieutenant. He was one of three officers chosen to represent the South Australian Garrison Artillery during the visit of their Royal Highnesses the Duke and Duchess of York to Melbourne in connection with the ceremony of opening the Federal Parliament, and the march past of their company was adjudged to be unexcelled by that of any other corps present. Under the Commonwealth he was transferred to No. 1 South Australian Company, A.G.A. In 1904 he attended the School of Instruction in Gunnery at Queenscliff, Victoria, and passed the necessary examination. He is a member of the Garrison Artillery Rifle and Recreation Club, composed of members of the company, and of which he was for some time Secretary. He is one of the best all-round shots in his company. In 1906 Lieutenant Richards married Lillian, daughter of the late Mr. Charles James, of "Lanhydroch," East Marden, South Australia.

Lieutenant **ARCHIBALD DOUGLAS SUTHERLAND**, of the South Australian Scottish In-

fantry, is the only surviving son of the Rev. A. C. Sutherland, M.A., B.D., late minister of the Port Adelaide Presbyterian Church, but now living in retirement. The subject of this sketch was born at Strathbraan, Perthshire, Scotland, on November 3, 1876. He attended the parish school in his native village, and when he was eleven years of age left Scotland with his parents for Adelaide. Upon their arrival the family proceeded to Clare, and young Sutherland attended the public school in that town. He was afterwards sent to the Scotch College, Melbourne, and finished his education at Prince Alfred College, Adelaide. He gained his first military experience with the Scotch College Cadets under Colonel Whitehead. In 1893 he entered the em-



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LIEUTENANT A. D. SUTHERLAND.

ploy of D. & W. Murray, warehousemen, Gawler Place, Adelaide, and has remained with that firm since. He was one of the original members who formed the Scottish Infantry in Adelaide; he joined as a private, and received his commission as a Lieutenant in 1904. He has attended numerous military encampments, and devotes a good deal of his spare time to work in connection with his corps. He evinces a keen interest in tennis and football, and, in fact, with all athletic sports. He has played football on behalf of Prince Alfred College and his corps. Lieutenant Sutherland was a member of the Union Parliament, and on its twenty-first anniversary became

Premier, which position he held for a session.

Lieutenant **WILLIAM FERDINANT OTTO GROTE**, of the 10th Australian Infantry Regiment, was born at Sedan, South Australia, on September 14, 1882, he being the only son of Mr. Otto Grote, formerly a school teacher at Lobethal (South Australia), a colonist of forty-five years, now living in retirement. He was educated at his father's school. In his fifteenth year he was articulated as a student of dentistry to Mr. C. B. H. Wolf, and upon completing his articles he remained with that gentleman as assistant until 1905, when he became head assistant and traveller for Mr. F. Eskell, surgeon dentist. He is now in charge of the practice of Mr. A. R. Creswick, surgeon dentist of Victoria Square. In 1900 Mr. Grote joined the Infantry Regiment at Adelaide as a private, and was one of the contingent selected to visit Sydney at the proclamation of the Australian Commonwealth. In May, 1901, he was again selected to attend the opening of the Federal Parliament by their Royal Highnesses, the Duke and Duchess of York. On August 31, 1901, he was transferred to the Army Medical Corps; he was promoted Cor-



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LIEUTENANT W. F. O. GROTE.

poreal on February 13, 1904, and Quartermaster on November 25, 1904, and received his commission as Lieutenant on May 20, 1905.

Government Departments.

(STATE.)

Several changes have taken place in the portfolios held by Cabinet Ministers since the establishment of responsible government. The titles of the several offices in the first instance were as follows:—Chief Secretary, Attorney-General, Treasurer, Commissioner of Crown Lands and Immigration, and Commissioner of Public Works. This arrangement and order was adhered to from the appointment of the first Ministry in 1856 to July, 1874, when, under the provisions of an Act passed in the previous year a sixth Minister was appointed, who received the title of Minister of Justice and Education. The introduction of a Minister of Education at that time resulted from the development of the educational system; and the Cabinet has contained a Minister of Education ever since. Another significant token may be found in the alteration of the title in the next succeeding Ministry to that of Minister of Agriculture and Education. The title of the sixth Minister has varied more than that of any other. In several Ministries it has stood as Minister of Education alone, in two it had the words "and of the Northern Territory" affixed, and in others it has included both Education and Agriculture.

In the first and the two succeeding Ministries the Chief Secretary was also Premier, but when Mr. R. D.

Hanson formed his Ministry in 1857 he chose the portfolio of Attorney-General. Mr. Reynolds, who followed him, elected to become Treasurer, and since then the Premiership has been associated with each of the other Departments.

When certain State Departments were transferred to the Commonwealth as the result of Federation, and by the Constitution Amendment Act of 1901, the number of Ministers was reduced to four, a redistribution of portfolios took place, and these were arranged as follows:—Chief Secretary and Premier; Attorney-General and Minister of Education; Treasurer and Commissioner of Crown Lands and Immigration; and Commissioner of Public Works and Minister of Industry. Further changes were made when the Ministry was reconstructed in 1905, under the Premiership of Mr. Butler; and the Hon. Mr. Price's Ministry, which assumed office in July, 1905, was thus constituted: Hon. A. A. Kirkpatrick, Chief Secretary and Minister of Industry; Hon. A. H. Peake, Treasurer and Attorney-General; Hon. Thomas Price (Premier), Commissioner of Public Works and Minister of Education; Hon. L. O'Loughlin, Commissioner of Crown Lands and Immigration, Minister of Agriculture, and Minister Controlling the Northern Territory.

The Chief Secretary's Department.

The sub-departments under the charge of the Chief Secretary are numerous. They include: Statistical, the Audit Office, the Public Actuary, the Sheriff, the Registrar-General of Births, etc., Printing and Stationery, Police, Gaols, Labour Prison, Medical, Vaccine, the Adelaide Hospital, Country Hospitals, the Lunatic Asylum, Destitute Poor, State Children, the Central Board of Health, Life-saving Service, Minister of Industry, State Board of Conciliation, and Factories. The mere enumeration of these several branches of the Public Service indicates the arduous duties of the Minister who is responsible for them under the system of State Government. The Permanent Under-Secretary is Mr. Lionel H. Sholl, I.S.O., who is also Clerk of the Executive Council, Government Statist, a Public Debt Commissioner, and Secretary to the Minister of Industry.

Chief Secretaries of South Australia since the establishment of responsible government:—

CHIEF SECRETARY.	FROM.	TO.
Boyle Travers Finnis ..	Oct. 24, 1856	Aug. 21, 1857
John Baker ..	Aug. 21, 1857	Sept. 1, 1857
Robert Richard Torrens ..	Sept. 1, 1857	Sept. 30, 1857
William Younghusband ..	Sept. 30, 1857	May 9, 1860
George Marsden Waterhouse ..	May 9, 1860	May 20, 1861
	Oct. 8, 1861	July 4, 1863
John Morphet ..	May 20, 1861	Oct. 8, 1861
John Hart ..	July 4, 1863	July 15, 1863
	Oct. 23, 1865	Mar. 28, 1866
	Sept. 24, 1868	Oct. 13, 1868
Henry Ayers ..	July 15, 1863	Oct. 23, 1865
	May 3, 1867	Sept. 24, 1868
	Oct. 13, 1868	Nov. 3, 1868
	Jan. 22, 1872	July 22, 1873
	June 6, 1876	Oct. 26, 1877
Arthur Blyth ..	Mar. 28, 1866	May 3, 1867
	July 22, 1873	June 3, 1875
John Tuthill Bagot ..	Nov. 3, 1868	May 12, 1870
Augustine Stow ..	May 12, 1870	May 30, 1870
William Milne ..	May 30, 1870	Jan. 22, 1872
William Morgan ..	June 3, 1875	Mar. 25, 1876
	Oct. 26, 1877	June 24, 1881

CHIEF SECRETARY.	FROM.	TO.
George Charles Hawker	Mar. 25, 1876	June 6, 1876
John Cox Bray	June 24, 1881	April 23, 1884
	Oct. 14, 1885	June 8, 1886
	Aug. 19, 1890	Jan. 6, 1892
James Garden Ramsay	April 23, 1884	June 16, 1884
	June 11, 1887	June 27, 1889
John Colton	June 16, 1884	June 16, 1885
John Brodie Spence	June 16, 1885	Oct. 14, 1885
	June 8, 1886	July 9, 1886
David Murray	July 9, 1886	June 11, 1887
John Alexander Cockburn	June 27, 1889	Aug. 19, 1890
	June 21, 1892	Oct. 15, 1892
Charles Cameron Kingston	Jan. 6, 1892	June 21, 1892
John William Downer	Oct. 15, 1892	May 12, 1893
William Copley	May 12, 1893	June 16, 1893
John Hannah Gordon	June 16, 1893	Feb. 15, 1896
James Vincent O'Loughlin	Mar. 18, 1896	Dec. 1, 1899
John Lancelot Stirling	Dec. 1, 1899	Dec. 8, 1899
John Greeley Jenkins	Dec. 8, 1899	Mar. 1, 1905
Joseph Vardon	Mar. 1, 1905	July 26, 1905
Andrew Alexander Kirkpatrick	July 26, 1905	—

The following are the sub-departments in this branch of the Administration:—

STATISTICAL.—Government Statist, Lionel Henry Sholl, I.S.O.; Statistical Clerk, Walter Lindsay Johnson.

AUDIT OFFICE.—Commissioner of Audit (under Act No. 24 of 1882), Ebenezer Cooke,* appointed February 12, 1883; with a Secretary and a staff of 22 clerks and 3 junior clerks.

PUBLIC ACTUARY'S OFFICE.—Mr. Herbert Dillon Gouge, Actuary; 2 clerks and 1 junior clerk.

SHERIFF'S OFFICE.—Mr. Otto Heinrich Schomburgk, who is also Marshal of the Admiralty Court, Commonwealth State Electoral Officer, Returning Officer for the District of Adelaide, and Comptroller of the Labour Prison; Clerk, Mr. Owen Hindmarsh Stephens, who is also clerk to the Returning Officer for the State; and one junior clerk.

REGISTRAR-GENERAL'S OFFICE FOR BIRTHS, MARRIAGES, AND DEATHS.—Registrar-General, Mr. J. A. Plunkett, who is also Vaccination Officer and Inspector of Anatomy, Returning Officer for the State, and Returning Officer for the Central District Legislative Council; Deputy Registrar-General, Mr. Adrian Joseph Korff; Clerk and District Registrar, Mr. E. A. S. Thomas; 2 clerks, 1 junior clerk, and District and Assistant Registrars.

PRINTING AND STATIONERY.—Government Printer and Comptroller of Stationery, Mr. Charles Edwin Britton; Overseer, Mr. Henry Brooke; Clerk and Cashier, Mr. William T. Bendall; 4 sub-overseers, and a large staff of compositors and other subordinates.

POLICE.—Commissioner of Police, Colonel Lewis George Madley; Secretary, Mr. George L. Reed; 2 clerks, 1 junior clerk; 2 Inspectors of Police, 4 Sub-Inspectors, Sub-Inspector of Detectives, and Medical Examiner.

* Mr. Cooke died on May 7, 1907, while these pages were passing through the press.

The Force consists of about 150 mounted and 230 foot police, besides saddler, photographer, female searchers, etc.

GAOLS—Adelaide.—Keeper, Mr. George W. H. Norcock; Chief Warder, Mr. W. Molloy; Medical Officer, Dr. B. H. Morris; 4 senior warders and 11 warders; Matron, Anna Maria Cliffs; and 2 female warders. *Mount Gambier.*—Keeper, Mr. Samuel R. Criddle and one warder. *Wallaroo.*—Keeper, Mr. Charles W. Hardy and one warder. *Port Lincoln.*—Keeper, Mr. Aaron Cole. *Port Augusta.*—Keeper, Mr. Frederick E. Beecker and one warder. *Gladstone.*—Keeper, Mr. R. MacDonald; Matron, Agnes MacDonald; 3 male warders and 1 female warder.

LABOUR PRISON.—Comptroller of Labour Prisons, Mr. Otto Heinrich Schomburgk (see "Sheriff"); Superintendent, Mr. Thomas Farrell; Medical Officer, Dr. B. H. Morris (who is also Medical Officer for the Destitute, Poor, and State Children's Departments, and Adelaide Gaol); Clerk and Storekeeper, Mr. R. Harrison; and 29 guards, one of whom is also Trade Instructor.

MEDICAL.—Colonial Surgeon, Dr. W. L. Cleland; Assistant Colonial Surgeon (also Medical Officer Mount Gambier Hospital), Dr. J. Johnson; Secretary to the Colonial Surgeon, Mr. W. Watson; Acting Health Officer and Medical Officer (Port Adelaide), Dr. W. J. Gething.

VACCINE.—Vaccination Officer, Dr. W. Ramsay Smith (also Chairman Central Board of Health); Clerk, Mr. Francis C. Siekmann.

HOSPITALS—Adelaide.—Medical Superintendent, Dr. Clement Wells; 5 Resident Medical Officers appointed annually; Secretary and Accountant, Mr. W. C. Medlyn; Matron, Miss M. Graham; 16 charge nurses, 80 probationer nurses, and other officials. *Clare.*—Medical Officer, Dr. Otto W. Smith. *Mount Gambier.*—Medical Officer and Assistant Colonial Surgeon, Dr. J. Johnson; Dispenser, Clerk, etc., Mr. J. A. D. Williams; 6 nurses and other officials. *Port Adelaide.*—Acting Medical Officer, Dr. W. J. Gething; 3 nurses. *Port Augusta.*—Medical Officer, Dr. A. Chenery; Steward, etc., and Secretary, Mr. F. T. Carrig; 7 nurses, and others. *Port Lincoln.*—Medical Officer, Dr. E. Kinmont; one nurse. *Port Pirie.*—Medical Officer, Dr. J. Harris; Dispenser, Clerk, etc., Mr. R. J. Wilson, 6 nurses. *Wallaroo.*—Medical Officer, Dr. W. H. Harbison; Dispenser, Clerk, etc., Mr. W. E. Orwin; 5 nurses. *Tarcoola.*—Medical Officer, Dr. C. J. Rutledge.

LUNATIC ASYLUM.—Resident Medical Officer, Dr. W. L. Cleland; Assistant Resident Medical Officer, Dr. M. H. Downey; Steward and Secretary, Mr. W. Watson; Dispenser and Clerk, Mr. R. Dickson; Matron, Miss Margaret Galvin.

DESTITUTE PERSONS.—Chairman of Board, Mr. T. H. Atkinson; Medical Officer, Dr. Morris; Superintendent and Accountant, Mr. E. J. Tregenza. There are

clerks or representatives of officers at Clare, Mount Gambier, Port Augusta, Moonta, and Wallaroo, Port Pirie, and Petersburg.

STATE CHILDREN'S DEPARTMENT.—Secretary, Mr. James Gray; Medical Officer, Dr. Morris; Matrons (Central Dépôt), Rachel Appington; Girls' Reformatory, Mary E. Holden; Industrial School, Frances L. Shepard; Superintendent (Boys' Reformatory), Mr. J. F. Button; Inspector of Licensed Foster-mothers, Sarah Moule.

CENTRAL BOARD OF HEALTH.—Chairman, Dr. William Ramsay Smith (also City Coroner); Secretary, Mr. Lloyd H. M. Mildred; Chief Inspector, Mr. William Booth.

LIFE-SAVING SERVICE.—Superintendent, Captain C. J. Clare, C.M.G. Lifeboat Stations: *Beachport.*—Mas-

ter of steam lifeboat "City of Adelaide" (also Sub-Collector of Customs, Harbour Master, and Pilot), Mr. J. C. Wotton. *Port MacDonnell.*—Officer in Charge and Coxswain, Mr. W. Carrison. *Robe.*—Officer in Charge, Police Officer. *Victor Harbour.*—Officer in Charge and Coxswain, Mr. G. Jeffery. There are rocket stations at various points on the coast and on Kangaroo Island.

STATE BOARD OF CONCILIATION.—President, His Honor J. G. Russell, I.S.O., S.M. (also Commissioner of Insolvency and Commissioner of Taxes); Members, L. Grayson, S. J. Jacobs, G. H. Buttery, W. M. Green, A. M. Simpson, and J. Thompson; Industrial Registrar, Mr. A. Buchanan, S.M. (also Master Supreme Court).

FACTORIES.—Chief Inspector, Mr. John Bannigan; Inspectors, Mr. Robert W. Clark and Blanche B. Becker.

THE AUDIT OFFICE.

The financial transactions of the State, considered as a business concern, are necessarily both large and complicated. The items of gross revenue and expenditure alone indicate their aggregate importance. The receipts come in through many different channels, and the modes of disbursement are probably still more numerous. The Government is the largest employer of labour in the State, it has an immense carrying trade, it runs manufactories, it sells water, it operates plant connected with mining, and performs numberless other services for the public, that, in many other countries, are performed by private individuals or companies. The administration includes such great departments as the management of the public debt, the administration of justice, the control of gaols and prisons, provision for the sick in hospitals, for the destitute poor, for the insane, and for children who are legitimately wards of the State. It has a great educational system in its charge, and is responsible for the management of the public estate. This enumeration, though sufficiently lengthy and varied, does not by any means exhaust its functions, but may serve to suggest the varied character of its affairs.

It is obvious that the book-keeping of such a concern must be voluminous and elaborate. Each department transacts its own business, and keeps its independent accounts; but some of them necessarily have dealings with each other, and therefore, even with the utmost care and conscientiousness on the part of all concerned, there are innumerable possibilities of error. A general supervision is necessary, both to minimise this risk, to detect irregularities when they occur, and to secure throughout the entire administration systematic and intelligent methods, with uniformity of plan where required. Human nature being what it is, safeguards are also necessary against both carelessness and fraud.

The foregoing statements will show that the Audit Office is not only a necessary part of the machinery of the State, but that the faithful discharge of its duties

is a most responsible task. The Audit Act of 1882 was passed after an exhaustive examination of the methods then in existence, by a Parliamentary Commission of Enquiry, of which Mr. Ebenezer Cooke was Chairman. The report of the Commission was acted upon, and Mr. Cooke appointed one of two Commissioners, to carry out its recommendations. Not long afterwards he was appointed sole Commissioner, and he occupied that position until his death in May, 1907. His annual reports, presented to both Houses of Parliament, were comprehensive and complete accounts of the financial transactions of the year, given with sufficient fulness and detail, and also exhibited in a condensed form the existing position.

Turning to the latest report issued at the time of writing, which is for the year ended June 30, 1906, it is a bulky volume of 169 foolscap pages, crammed with information. Particulars of receipts and expenditure of several departments are given, and the reader is not necessarily left to wander amid a bewildering maze of figures, for explanatory notes are numerous, and in some instances they extend over pages of printed matter.

Some of the paragraphs in the Commissioner's report prove that he did not regard his duties as performed by merely ascertaining that the accounts submitted to him were arithmetically correct, for he went behind certain charges and questioned their propriety. Thus, in his remarks on the retiring-allowances to State officers transferred to the Commonwealth, he discussed the claims on South Australia arising under that head, and clearly showed that by the proposed arrangements it would suffer injustice. The gist of his argument was that South Australia, having sought to economize by abolishing or reducing the retiring allowances to its Civil Service, ought not to be saddled with the expenditure incurred in other States that have not taken similar action. Mr. Cooke said the effect would be that nine-tenths of the economies that have been effected in South

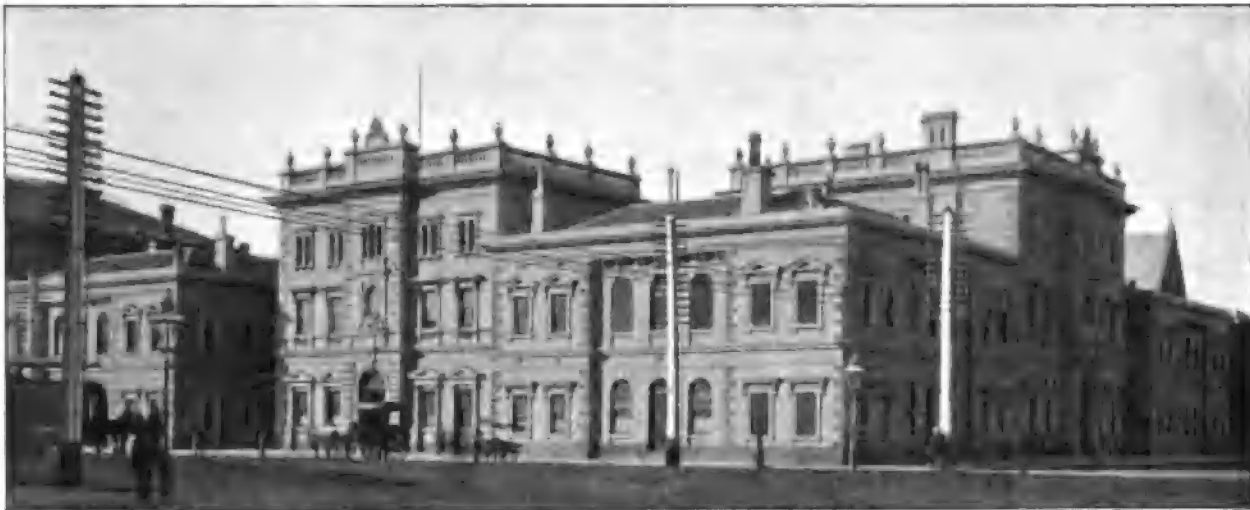
Australia at the expense of its own Civil Servants would go to the benefit of the other States. This may be taken as an example of the general watchfulness that was exercised.

By way of indicating the nature of the examination conducted by the Commissioner of Audit, and its results, reference may be made to his report on excess warrants and excesses on votes. It must necessarily happen in the course of any year that expenditure has to be incurred for which no money has been voted by Parliament, and also in excess of the amount which has been voted. The former of these are represented by Executive Council warrants, and the latter by Cabinet warrants. A complete list of both is supplied, and a brief explanation given of the circumstances under which the warrant was issued, and how the expenditure was justified.

Here and there the working of some particular

fine on Government officials who are guilty of this form of irregularity, referred frankly to obstruction in quarters where he ought to have received support, and suggested, as the only effective way of preventing the revenue from being defrauded, the enforcement by the Commissioner of Stamps of the penalties provided by the Act.

Among the subjects reported upon by the Commissioner in the thirty-nine pages occupied by his remarks are the redemption of the public debt, the outer harbour, the Stamp Duties Act, the retiring allowances of State officers transferred to the Commonwealth, interest on the Police Fund, the Consolidated Stock and Sinking Funds Account, and the revenue, of which a comparative table for five years is supplied. Then follow the expenditure, loan accounts, public debt, and railway accounts. With regard to this item, the balance-sheet is printed in an appendix, and a brief analysis is given showing the very satisfactory result of the year. The



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GOVERNMENT OFFICES, KING WILLIAM STREET, ADELAIDE.

Adelaide.

department was unsatisfactory, and in such cases the Commissioner of Audit did not hesitate to speak his mind. A notable instance of this was supplied by his comments on copper-smelting at the Daly River, in the Northern Territory. Distance and other conditions manifestly impose serious obstacles in the way of effecting such alterations in the working as are deemed desirable, but the whole position is enquired into, and suggestions made for a workable method which has stood the test of experience.

In the same way there is evidence that evasions and irregularities which interfere with revenue were not allowed to pass unnoticed. The Commissioner remarked severely on the neglect in stamping documents, of which he had evidence in the fact that hundreds of vouchers which came to his office every year had to be queried because they were unstamped. Mr. Cooke's comments on the matter were distinguished by the utmost freedom and fearlessness. He suggested the infliction of a small

balance-sheet of the Produce Export Department is given, and criticized, because no allowance is made for depreciation of premises and plant. The accounts of the lunatic asylum and other charitable institutions for a period of ten years are tabulated, thereby facilitating comparison. An extremely interesting record of what is being spent on gold-prospecting and encouragement to mining is followed by a summary of the financial transactions in connection with the Village Settlements, which, in full detail, are embodied in an appendix. Equally interesting in their way are a paragraph and table on block-holders' loans. The Northern Territory accounts are included, and it is stated that, in addition to the continuous examination of the Treasurer's receipts and payments and schedules of expenditure, vouchers for all departments, the books and accounts of about sixty establishments, of which a list is given, were audited during the year. Evidently the Audit Office lives up to its name.

THE PUBLIC ACTUARY.

An English publicist has spoken of Australia as the home of thrift, basing his remark on the statistics of Savings Banks and Life Insurance Societies. To these evidences of the general disposition and ability to provide "against a rainy day" there might be added the popularity and success of Friendly Societies. In South Australia these Societies include about one-half of the adult male population, and this fact alone demonstrates their important place in the life of the community.

Such being the case, the financial soundness or otherwise of these institutions is a matter of exceptional public interest, and the State has very properly taken their affairs under its supervision. It is notoriously possible for a society of the kind, commencing without any capital, and on an unsound financial basis, to continue to exist and seemingly to flourish for a number of years while actually insolvent and steadily drifting from bad to worse. While a stream of new entrants continues, bringing fresh contributions that are more than equal to current demands, an annual and increasing surplus may be shown in the balance-sheets, and the prompt payment of claims, together with an accumulating capital, interpreted as evidences of highly prosperous conditions. In the nature of things, such a state of affairs cannot last for ever, and if the amounts received are not adequate to provide for the liabilities incurred in respect of each individual member, sooner or later a discovery of the true position is inevitable, with failure and terrible distress as the probable consequence.

As a safeguard against disaster of that kind, and for the protection of members of Friendly Societies, the Department of Public Actuary was established in 1894, under the Friendly Societies' Amendment Act, No. 558, of 1892. Under the provisions of this Act all registered Friendly Societies are required to furnish to the Public Actuary annual returns of receipts and expenditure, admissions, departures by death, etc., and particulars of sickness experienced by the members of each branch. The whole of the statistics of each Society are therefore submitted to an independent and impartial authority, by whom they are tabulated and compared. The information thus collected and arranged is interesting and valuable in itself, and may be of great service to the managers of such Societies in many ways. Every Society and branch thereof is also required at least once in every five years to take steps for a valuation to be made of its assets and liabilities, either by the Public Actuary or a valuator appointed by the Chief Secretary. The Public Actuary is also Registrar of Friendly Societies.

The first valuation was made as at December 31, 1892, and disclosed a condition in many Societies that was calculated to produce very grave concern. The revelation did not come altogether as a surprise, for previous

investigations had shown the unsoundness of the basis in certain instances, and a comparison of statistics as to number of members, rates of payment, and assured benefits suggested approximately the position of others.

The second valuation was made as at December 31, 1899, and its results were published in the fourth report of the Public Actuary, issued in 1904. At that time there were in South Australia 16 separate Societies, with 474 branches. The number of members was 43,043, and the amount of funds £535,198, the capital averaging £12 8s. 8d. per member. The proportion of members to the population was far higher in South Australia than in any other part of Australasia, as also was the aggregate amount of funds, but the capital per member was lower than in Victoria and New Zealand.

Details of the result of the third valuation, which was made as at December 31, 1904, are not yet available, but the report of the second valuation showed that the warnings suggested by the first investigation had not been unheeded. As a rule there was a marked improvement in the financial position of the several Societies as tested by actuarial science, and the movement towards assured stability was general and encouraging.

Notwithstanding the more hopeful prospect thus presented, there was abundant evidence that the utmost vigilance and care was requisite if the Friendly Societies as a whole were to exercise their functions and discharge their accepted responsibilities. Nothing could show much more clearly the need which existed for a competent and independent Public Actuary than the tables published by Mr. H. Dillon Gouge, F.S.S., in connection with his report. The valuation balance-sheet of all Societies combined, male and female, showed that the whole of their surpluses amounted to only £4,320, while their aggregate deficiencies were no less than £804,083. The liabilities of the Friendly Societies, therefore, exceeded their assets on an actuarial valuation of both by the formidable amount of £799,768. It was quite time for the situation to be clearly stated and understood, in order that it might be improved.

Progress in the right direction was shown by the ratio of assets having risen from 11s. 10d., in 1892, to 13s., in 1899, per 20s. of liabilities. Such a movement once established is likely to continue, and there is evidence that it is going on. In the opinion of Mr. Gouge the weak place in the finances of the majority of Friendly Societies in South Australia is the payment of uniform contributions, regardless of the ages of members at entry. He reports, however, that the results disclosed in the valuation reports have induced several Societies to adopt adequate rates, graduated according to the entry age, and that others will soon follow.

Materials for many interesting comparisons are furnished by such statistics as are available of the position on December 31, 1904, when the third valuation

was made. During the previous quinquennium the membership of the Friendly Societies had risen from 43,043 to 49,203, the increase being 6,160. In the same period the funds increased from £535,198 to £676,044, the augmentation being £140,846, and what is even more suggestive is the increase of capital per member from £12 8s. 8d. to £13 14s. 8d.

In the actuarial valuations of Friendly and Provident Societies and the like the proportion of mortality and sickness constitutes an important factor, and it is always a question whether the data collected elsewhere apply to this country. It is found that the mortality and sickness experience of members of Friendly Societies in South Australia, as compared with the Manches-

ter Unity of England, shows for all Societies combined that the average rate of mortality is more than 20 per cent. below, while the average rate of sickness may be considered normal, as it does not deviate more than 2 or 3 per cent. A striking illustration of what Friendly Societies actually do for their members in case of need is supplied by the following brief statement. During the decennial period 1895-1904 the amounts disbursed as benefits by the whole of the Societies, male and female, were as follows:—For sick-pay, £434,436; in sums at death, £209,467; and for medical attendance and medicine, £246,880. Total, £890,783. Incidentally there is thus indicated the magnitude of the interests which the Public Actuary has to supervise.

BIRTHS, MARRIAGES, AND DEATHS.

For the purpose of registering births, marriages, and deaths, South Australia is divided into districts, to each of which is appointed a District Registrar. These officials forward their returns to the Registrar-General's Office, where the records are kept, and the Department has been brought to a high state of efficiency. The Registrar-General is also Vaccination Officer and Returning Officer for the State, and the vaccination regulations are associated with the system of registration of births.

The annual report of the Registrar-General contains a mass of information, and its tabulation of vital statistics is elaborate and complete. The population statistics are calculated on the estimates for the beginning and end of the year, computed in accordance with the plan agreed upon at the Conference of Government Statisticians held in Melbourne in September, 1903. The number of arrivals and departures by the principal sea routes can be ascertained with sufficient accuracy. Ten per cent. is added to the records of immigration and emigration by land, to allow for unrecorded traffic by rail and road, and seven per cent. is added to the recorded emigration by sea, but no allowance is made for unrecorded arrivals by ship. The number of births and deaths being known, the total number of the population at the end of a given year can thus be ascertained with a close approximation to exactitude.

As the result of these calculations the total population of South Australia, exclusive of the Northern Territory and of full-blooded aborigines, at the end of 1905, was stated to consist of 194,241 males and 180,157 females, the total being 374,398. The increase for the year was 5,746, which was higher than in any year of the present decade. The estimated mean population for the year was 370,791, and it showed that the rates of births and marriages are invariably calculated on the mean population of the year.

So much has been said of late concerning race suicide that the statistics of births are exceptionally interest-

ing. The gradual falling-off in the ratio, which has been so frequently commented upon, was slightly checked in 1904, but the improvement did not continue in the following year. The total number of births registered was 8,832, being fewer by 268 than those recorded in 1904, and the birth-rate was 23·82 per 1,000 of the population. The natural addition to the population by reason of the excess of births over deaths was 5,071. A tabulated statement is supplied, which conveys the suggestive though by no means encouraging information that the birth-rate in South Australia is lower than in any other part of Australasia, the United Kingdom (except Ireland), and the chief countries of Continental Europe, with the single exception of France.

A prospect of improvement in this important aspect of national life is afforded by the marriage returns, which show that in 1905 there were 2,594 marriages registered, the number being not only 68 in excess of those solemnized in the previous year, but the highest ever recorded in a single year during the history of the State. In proportion to population the ratio was in excess of any year since 1891.

The marriage laws of South Australia, and their administration, are simple and effective. Provision is made for the preference usually felt to make marriage a religious ceremony, the principle of religious equality is acted upon, and at the same time systematic registration, which is one of the chief concerns of the State, is secured. Ministers of religion, being duly certificated as such, are appointed officiating ministers by the Governor-in-Council, and gazetted as such. They are required to sign a roll in the Registrar-General's Office, and are authorized both to grant licences and to solemnize marriages. They are further required to forward certificates of marriages they celebrate, both to the District Registrar and the Registrar-General, and to furnish a quarterly return. Though marriage by a registrar may be more economical as far as fees are concerned than when the services of a minister of religion are obtained,

out of the 2,594 weddings in 1905 only 96 took the form of merely civil contracts in the presence of a registrar.

An interesting table is supplied showing the sympathetic relation of the marriage ratio to the general prosperity of the country, going back to the year 1881. In Great Britain, it used to be said that the proportion of marriages increased or diminished according to the price of corn, that the cost of living was a determining factor, and governed thereby the marriage-rate rose or fell. The comparison in question has a broader basis, and sets out in parallel columns the ratio of marriages in proportion to the population, and the value per head of imports retained for home consumption, of exports of local produce, and of imports and exports united, respectively. To a sociologist the conclusions thus indicated are most interesting. The highest ratio of marriages in the last quarter of a century was in the year 1882, and in that year the value of imports, and of imports and exports united, were also higher than in any other. From that time to the present there has been a general, though by no means uniform, decline, and a generally identical movement is seen in all four columns, with occasional exceptions. The rally, when it has occurred, is particularly noteworthy. Thus, in 1889, 1890, and 1891 there was a regular rise in each of the four columns, followed by a severe fall in 1892, which was equally uniform. A very low level was reached in 1895, and the lowest of all in 1897, when the marriage rate dropped to 5·66 per 1,000. With 1903, however, a steady rise began, which continued through 1904 and 1905, and it preserved practically the same proportion in each column of the table. The demonstration is clear as figures can make it that the marriage ratio depends on the producing and pur-

chasing power of the community, or, in other words, on its industrial and business progress. Conversely, the rise and fall of that ratio may serve as a trustworthy index or reflection of general prosperity.

Though the mortality statistics are less agreeable to contemplate than those of marriages and births, they yield a fund of useful information. The total number of deaths in 1905 was 3,761, and the proportion lower than the average of recent years. Of the Australasian States, Tasmania has the best showing in relation to the population, New South Wales and South Australia are almost alike, the difference between them being only '01 per 1,000. Australasia as a whole, however, is below the United Kingdom and the Continental nations with which a comparison is made.

The favourable impression thus conveyed is deepened when the causes of death are enquired into, and the returns show that in regard to some of the severest scourges of humanity a vast improvement has been effected during the period included in the comparison. The death-rate from enteric fever, which stood at 0·51 per 1,000 in 1882, had shrunk in 1895 to 0·11. The mortality from phthisis in 1885 was 0·99 per 1,000, and in 1888 was 1·19; in 1885 had diminished to 0·75, the lowest proportion then recorded. Cancer, however, shows an enormous increase from 0·32 per 1,000 in 1885 to 0·67 in 1905, though probably some part of this apparent increase is due to more accurate diagnosis. Diphtheria, the very name of which was dreaded at one time, has been completely robbed of its former terrors. Only seven deaths in all from this cause occurred during 1905, and the proportion per 1,000, which was 0·09 in 1900, had gone down to 0·02. The irresistible conclusion is that the conditions in South Australia are exceptionally favourable to health and longevity.

THE PRINTING DEPARTMENT.

The first Government Printer in South Australia was Mr. Robert Thomas, and the first printing office a bush hut not far from the historic gum-tree at Glenelg. There, what was presumably the earliest piece of official work—the proclamation by Governor Hindmarsh—was turned out from a hand-press. Between the crude arrangements and primitive appearances of that time, and the Government printing office of to-day, with its large and competent staff, and its up-to-date machinery, there is a striking contrast. The building itself, a plain but massive structure, occupying a convenient position close to the Parliament Houses, and rendered conspicuous by its isolation, is suggestive of the growth that has taken place, and the large amount of work that is being done.

For a dozen years or so after the foundation of the colony the printing that was required by the Government was executed by private firms engaged in that

line of business, and the distribution of patronage was affected at times by political considerations. During the troublous period which continued for a series of years there were times when partisan feelings ran high, and often found expression in a manner that is open to criticism. Eventually, however, the Government Printing Office was constituted a distinct department in 1849, and Mr. William Caddy Cox, being appointed the first official Government Printer under the new arrangement, was charged with the responsibility of executing all printing and binding required by Parliament and the Government Departments generally.

The first establishment was unpretentious, and seems, at this distance of time, to have been severely economical. As to premises, the accommodation in the first instance was a small room on the south side of Victoria Square, which occupied a part of the site that is now covered by the Supreme and Local Courts. The

value of the plant was approximately about £600, and the limited number of the staff may be judged of by the pay-roll, which was about £1,800 per annum.

At first, Mr. Cox, though the practical head of the department, was placed under the control of the Clerk of the Legislative Council, but the arrangement was so unsatisfactory that it proved to be unworkable, and did not last very long. The Clerk of the Legislative Council made no pretension to acquaintance with the printing business or the technical knowledge required for its effective supervision. He was therefore placed in a somewhat false and certainly awkward position, from which he was relieved by Mr. Cox being charged with the full responsibility of the Department.

During the long period of thirty years the name of Mr. W. C. Cox, as Government Printer, appeared on the innumerable documents which issued from the office, and grew familiar to every one. At the end of that time, in 1879, he retired from the position, in which he had rendered such prolonged service, and Mr. Emanuel Spiller, the overseer and accountant, was promoted to the vacant office. He also was a practical man, who understood the art of printing in all its branches, and proved himself to be admirably qualified for the position he held. He inaugurated several important changes in the operation and management of the department, introduced a number of new machines and other plant, bringing the appliances of the establishment up to date, and took a pride in turning out first-class work. He also re-organized the working of the office in many of its details, with a view to the adoption of more systematic methods, and at the same time to the securing of more economical results.

After nearly forty years of service, for the last nine of which he had been at the head of the Government Printing Department, Mr. Spiller died in 1888, at the age of sixty-four years, and was succeeded by Mr. Henry

Francis Leader. Mr. Leader had risen from the position of compositor to that of overseer when he received his promotion. He was in the prime of life, being forty-five years of age at the time, and was a most popular and efficient officer. Within two years, however, his career was cut short by death, to the deep regret of all who were associated with him.

Mr. Charles Edwin Bristow, who has held the appointment of Government Printer since 1890, was selected to succeed Mr. Leader. He entered the office in 1870, and had worked his way up from "case," through the various grades of foreman, sub-overseer, and overseer. Mr. Bristow therefore entered on his duties with a thorough knowledge of the work of the department in every branch as a part of his equipment for their due discharge.

It is unnecessary to dwell on the efficiency of the Government Printing Office as a Department of the State machinery, but it may be proper to observe that the work of such an establishment is not limited to such commonplace productions as the *Government Gazette* and Parliamentary papers. In certain cases, work of a very high class, including taste, skill, and accuracy, is required. Such demands as these have been fully met, and, while it is difficult to select any special case of superior excellence, reference may be made, by way of illustration, to "Forest Flora," the colour-printing of which has often been mentioned with high admiration.

Some idea of the growth of the Department may be gathered from the following figures, which represent an average of five years:—Printing Branch—Salaries, £20,200; recoup, being amount received for work executed for Parliament and departments generally, £20,100. Stationery Branch—Value of paper and other stationery issued to departments, £14,000; salaries, £480. The average number of employes in the establishment is 180.

THE POLICE DEPARTMENT.

Throughout the history of South Australia the police force has maintained a highly creditable record. As an organized body it was called into existence to cope with the turbulent element in the community which had been attracted from other penal settlements in Australia in the early period of the settlement. The narratives of conflict with these desperadoes, of days and nights spent in pursuit, under the most difficult circumstances, and of clever captures effected by a high degree of intrepidity and skill, are of an extremely sensational character. In dealing with the aborigines, infinite patience, tact, and firmness have always been required, and the action of the police has done much to minimize the trouble which appears to be inevitable when the white race comes into contact with the black. The story of the gold escort which was organized and

led by Inspector Tolmer, and at a critical time in the colonial history aided to avert impending ruin from the community, contains materials for a brilliant chapter in itself. Able men have been at the head of the force all the way through, and the general reputation of the rank and file has been deservedly high.

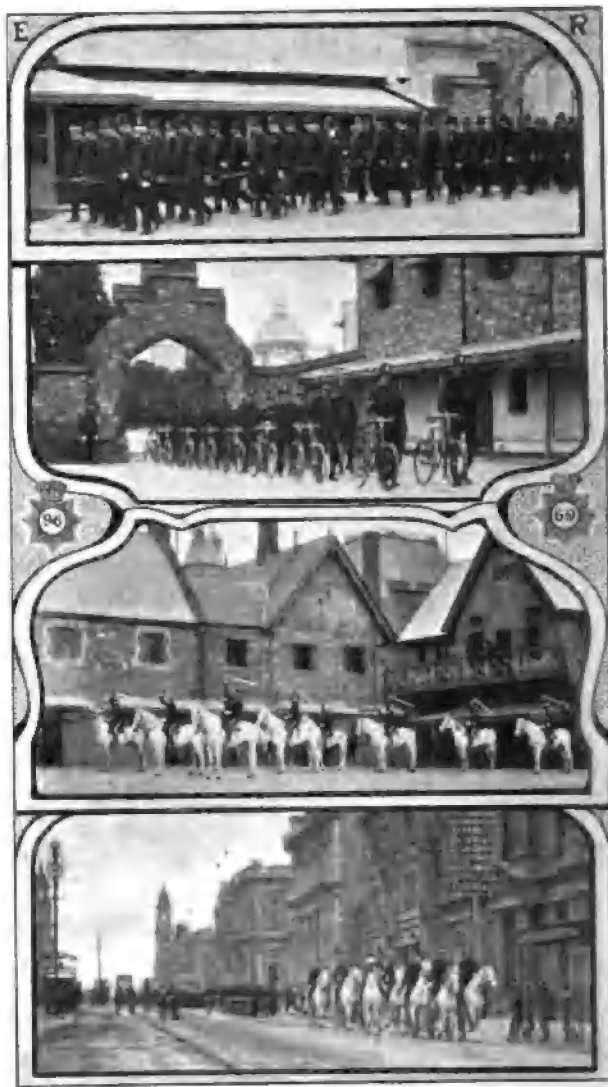
The circumstances which led to the earliest formation of a regular police force have been detailed by Mr. Henry Alford, whose account is quoted by Mr. J. W. Bull, in his "Reminiscences." Among the "escapees" and "expirées" from Tasmania were some outrageously bad characters. They received high wages, and, drink being plentiful, spent them in drunken orgies. On one occasion a serious riot occurred, and, the Riot Act having been read without effect, a party of marines from the "Buffalo" was directed to fire with ball, and several

rioters were wounded. Shortly after this the Government Store was broken into and arms and ammunition stolen. Mr. Smart, an officer from Tasmania, having arrived from that island, the Governor appointed him Sheriff, and, as he displayed commendable zeal, some of the "Vandemonians" who knew and dreaded him marked him for death. His hut was attacked at night by three men, one of whom fired a pistol at him so close that the powder singed his ear. Special constables were sworn in the next day. Two of the men were shortly arrested, one of whom—Magee—being the man who fired the shot, was afterwards hanged; but the third, named Morgan, escaped. Information having been received that he was hiding near the Encounter Bay whaling-station, three special constables—Alford, Anderson, and Hateley—were supplied with a warrant for his arrest, and dispatched in order to execute it. They were equipped with a blanket each, biscuits, tea, sugar, and bacon calculated to last for eight or ten days, furnished with a blackfellow as guide, and armed with an old musket, a horse-pistol, and a pair of pocket "barkers." Their instructions were to make for Encounter Bay whaling-station, keeping the gulf in sight, and to bring back Morgan dead or alive.

Their outward journey was a feat of endurance. The guide deserted them. Their route led them over ninety-five miles of mostly wild, rugged country. Their provisions became exhausted, their boots wore out, but in eight days they reached Hack's whaling-station, with feet bleeding and strength gone. After recruiting, the next step was to locate their game. Among the whaling employes Morgan had many sympathizers, which made the task difficult, but it was accomplished with such caution and skill that Morgan was rushed in his bunk and handcuffed before he had time to seize his loaded gun, which lay beside him. Morgan's "pals" threatened a rescue, and were only bluffed out of attempting it by a show of arms. For the return march provisions for five or six days were taken, but Morgan, who was supposed to know the country and offered to show a shorter route, led the party in a circuit, and finally refused to travel. The remainder of the story is horrible. The party was three days' march from Adelaide, and had only one day's provisions. Morgan would not move, and to remain was to starve. They passed his arms around a gum-tree, handcuffed his wrists, and left him to a solitary fast of four days at least, without a morsel of food or a drop of water. In extenuation of this cruelty it should be remembered that it was self-imposed. Morgan might have marched with his captors if he would. Fortunately for the "specials," they struck a land selector's camp at the Horse-shoe. Then they hurried with their report to the Governor, who was horrified thereby.

A council was immediately called, and it was decided to establish a regular police force and appoint

a Superintendent. This office was given to Mr. Inman, a horse was bought at the enormous cost of £110, and the Superintendent, with Mr. Alford, who was enrolled as A No. 1, and Hateley, promptly set out to relieve Morgan. The prisoner, who had been manacled for four days when they found him, was still alive, and gave a pitiable account of his sufferings, being tormented by wild dogs at night and flies and mosquitoes by day. After one night's rest, however, he managed to walk



Photos by H. Kriachock.

C. E. Stamp, Artist.

THE POLICE FORCE.

into town, where he was tried on a capital charge, and sentenced to transportation for life.

Mr. Alford, to whom the prisoner was handcuffed most of the way, though some inches shorter in stature than Morgan, came out in 1836 as an articulated servant of the South Australian Company, but it was as a police officer that he found his true *métier*. The foregoing account illustrates his resourcefulness, determination, and endurance. It is typical of many equally exciting and

desperate adventures in which he was engaged, to which further allusion is unnecessary. He rose to be Inspector, and rendered excellent service in checking the lawless careers of many criminals who chose South Australia as their hunting-ground.

When Governor Hindmarsh left the colony—and with him went his marine guard—the peace-loving citizens complained that they had no adequate protection. The numerical strength of the police force was affected by the financial fluctuations of the times, and at certain periods the strain upon it was very severe. Its officers, however, always maintained a high ideal, and when the need for special services came upon it in 1852 the police force was equal to the emergency. If there was tragedy in the pursuit and capture of bushrangers, the gold escort was a veritable romance. Organized and led by Captain Tolmer, the Commissioner of Police, a body of mounted troopers, month after month, performed the journey from the Victorian goldfields, through hundreds of miles of wilderness, plunging through swamps, fording rivers, traversing rugged ranges, and at times with the greedy eyes of notorious robbers fixed upon them and the treasure in their charge. Frequently a ton of gold was thus conveyed—the gold brought by one party was worth close on £200,000—and in all £2,000,000 worth of the precious metal was brought from the goldfields to Adelaide.

The wide territory over which police supervision has

to be exercised, and the multifarious calls on the representative of law and order, often impose extremely arduous duties upon them in outlying stations. Journeys of hundreds of miles are taken as "all in the day's work," and much genuine exploring work has been done by the force. Latterly, moreover, the tendency has been to impose duties on policemen that differ very widely from those of guardians of the public safety. Thus, they are in turn sometimes inspectors, clerks, registrars, census collectors, and the like. In his latest report the Commissioner states that the duties performed by the police are still increasing in number. Five police prisons were established during the previous year, and the officers in charge of police stations at those places were appointed keepers. The work is also increased by the cutting up of large estates for closer settlement.

The present Commissioner, Coloney Madley, and the present Secretary, who has also been Acting-Commissioner, have held their positions for the last ten years. The force (mounted and foot) consists of 2 Inspectors, 5 Sub-Inspectors, 15 Sergeants, 17 Corporals, and 330 constables. There are 18 native policemen, 2 camels, 252 horses, and 50 bicycles. The conduct of the force is exemplary, and physically a finer body of men it would be extremely difficult to find. The monthly parade through the main street of the city is always a sight worth seeing.

GAOLS AND PRISONS.

Near the north-west angle of the City of Adelaide there stands a massive stone structure, which is familiar to all travellers by railway, and needs no advertisement of its character. It is situated close to the point where the lines from the north and those from the south converge, and whence the trains have a straight run into the Adelaide Station. As it lies between these routes it irresistibly attracts the attention of visitors to the city, and its rounded towers at the corners of the lofty, windowless walls, with the tiers of loose bricks between them, proclaim its purpose. An olive plantation, which is bisected by the southern line of railway, forms part of its grounds, neat garden plots are also in sight, and there are other evidences of industry, but no one could possibly mistake it for a private mansion or a manufactory, or, indeed, for anything else but a gaol.

This building is a reminder of bygone times. It was commenced in the days when Colonel Gawler was Governor of South Australia. He found himself under a supposed necessity of providing employment for a large number of emigrants who could not otherwise obtain support for themselves and their families, and the expenditure he incurred in its erection formed a count in the indictment that was brought against him for reckless extravagance. Possibly a smaller and less costly edifice might

have served the purpose for the time, but it is doubtful if it would have been more economical in the end, and there were considerations present to the Governor's mind which should not be overlooked. Members of the criminal class were being attracted to South Australia, and could not be excluded; many of them were desperate characters, and it was necessary to provide for their secure custody when apprehended; the population was increasing; the existing accommodation for prisoners was inadequate, thirty persons being thrust into a building that was only designed for eight, and its insecurity was proved by outbreaks and escapes. It should be understood, moreover, that the building then erected was only a part of the present gaol, which has been added to from time to time, and now contains separate cells for 200 prisoners, and accommodation for 360 where more than one prisoner sleeps in a single cell.

The second gaol to be erected in South Australia was at the township of Redruth, near the famous Burra Burra Mine. For many years this was the only establishment of its kind in the north, and received offenders against the law from many and distant places. Its usefulness for that purpose was superseded when the Gladstone and Port Augusta gaols were built, and it may be regarded as a testimony to the law-abiding character of

the local population that for considerable periods the officials exceeded in number the persons under their charge. Such being the case the wise course was adopted of utilizing the premises with more advantage in another way, and they are now employed as a Girls' Reformatory in connection with the State Children's Department.

Second in size and extent of accommodation to the Adelaide Gaol is that at Gladstone, which was erected about the year 1888. It contains provision for 62 prisoners in separate cells, and for 186 persons where more than one person slept in a single cell, but happily only a comparatively small percentage of these numbers has ever been under confinement at one time.

The Port Augusta Gaol is less than half the size of the Gladstone establishment, having 30 cells and accommodation for 42 prisoners all told. The Mount Gambier Gaol is still smaller, for, though it has provision for an equal number of persons, on an emergency, there are only 14 separate cells. In the Wallaroo Gaol there are 7 separate cells, and in the gaol at Port Lincoln only 4. The country gaols, therefore, are by no means extensive in their provision, and it is satisfactory to observe that they are more than adequate to the demands made upon them.

An Act of Parliament was passed during the session of 1905 to provide for the establishment of police prisons. It made provision for the appointment of any police station as a police prison, and power was given to any properly constituted Court, when awarding imprisonment for a term not exceeding one month, to direct that the sentence should take effect at the nearest police prison in lieu of the nearest gaol. The intention was not to appoint many such police prisons, but only to proclaim outlying places, where police stations are situated, and where the police officers could be gaolers. The policy was that offenders who were sentenced to imprisonment for drunkenness and minor offences, or for short periods of imprisonment in default of payment of small fines, should serve their sentences in police prisons. It was expected that considerable saving would be effected by doing away with transport and escort expenses, and that not much additional accommodation would be required. Under the provisions of the Act police prisons have been established at Tarcoola, Fowler Bay, Streaky Bay, Renmark, and Kingscote.

The Yatala Labour Prison occupies an excellent site a few miles to the north of Adelaide, overlooking the plains and the gulf, and is connected with the city by a railway which branches off the north line at Dry Creek. It was formerly known as the Stockade, and the term was at first sufficiently descriptive, but in the course of years the buildings have been enlarged and adapted in harmony with modern penological architecture. Provision is made for 409 prisoners in separate cells and for 20 in wards or cells adapted for more than one prisoner,

and it is a comfort to know that the prison is rarely much more than a quarter full. As to the labour performed, the majority of the prisoners are employed in the quarries raising and breaking stone, and work is found for a limited number as carpenters, blacksmiths, shoemakers, laundrymen, etc., etc.

During the history of the prison numerous attempts to escape have been made by the convicts, the most serious and determined of which occurred in March, 1904. Nine notorious prisoners, most of whom were in irons, made a simultaneous dash for liberty from three separate quarries. There is no doubt that the plan was pre-arranged and so carefully concealed that the prison officials were taken entirely by surprise. The would-be escapees promptly scattered so as to divide and distract their pursuers. The Adelaide police were promptly summoned, but their services were not required. The prison officials were so smart and active that within two hours they had captured the whole of the nine without external assistance. During the intervening hunt rifles and revolvers were freely used, but by a miracle of bad marksmanship not a man was hit. The Sheriff frankly regretted the ineffective shooting, believing that if some of the prisoners had been disabled other attempts to escape would have been discouraged, and he promptly arranged for the guards to have rifle and revolver practice at a target. Magazine rifles were subsequently issued to the guards, and a regular weekly practice is kept up.

The principal outdoor work performed at the Labour Prison is in quarrying stone and preparing it for delivery. It is said to be rough at first on persons whose hands are soft, and who have never engaged in any manual employment, but they soon become accustomed to it, and perform their allotted tasks with as much cheerfulness as can be expected. The output, in terms of both measurement and weight, in the year 1905 included 8,634 yards of stone, and in addition about 6,661 tons. Much of this was supplied to the Outer Harbour works, a portion for buildings at Port Adelaide and adjacent towns, and the remainder for the maintenance of district roads.

The indoor work is of a miscellaneous character, and much of it consists in making or mending articles required for prison use, which would otherwise have to be purchased. The list includes 146 pairs of boots made and 569 pairs of boots repaired, 633 flannels and drawers made and 2,535 repaired, 910 trousers and 1,330 shirts repaired. Besides these are a host of articles required in such an establishment, besides painting, whitewashing, etc. The total indicates that the prison maintains its right to be known by its distinguishing name.

The gaols and prisons are included in the Department of the Sheriff, Mr. Otto Heinrich Schomburgk, who is Comptroller of the Labour Prison. The Super-

intendent of that establishment is Mr. Thomas Farrell, who was formerly keeper of the Adelaide Gaol. The present keeper of the Adelaide Gaol is Mr. George W. H. Norcock, who previously served in the same capacity at Palmerston. The keepers of the country gaols are as follows:—Gladstone, Mr. Robert McDonald; Port Augusta, Mr. Frederick S. Becker; Mount Gambier, Mr. Samuel R. Criddle; Wallaroo, Mr. Charles W. Hardy; Port Lincoln, Mr. Alfred Kelly, Sergeant of Police.

The annual reports of the Sheriff contain internal evidence, apart from specific statements, that the management of the penal establishments is humane and intelligent. The general health of the inmates of the Labour Prison indicates that the sanitation, food supply, etc., are satisfactory. Discipline is maintained, but there are weekly visits paid by visiting justices, when opportunity is given for complaints to be made, and is a safeguard against any continued injustice being perpetrated. Prisoners can hardly be expected to be pampered, and it is significant that when they were dissatisfied with the quality of their potatoes and their supply of tobacco, arrangements were immediately made to obtain a better sample of the one and a different brand of the other.

In reference to the moral welfare of the prisoners, and their opportunity for making a fresh start when their sentences have expired, the latest report of the Sheriff contains the following paragraph:—"Ministers of the various denominations attend the prison regularly. Three services are held on each Sunday, and visits for moral instruction are paid twice a week. Once in each month the Prisoners' Aid Association visits the prison, and provides an excellent entertainment, consisting of vocal and instrumental music. These visits are eagerly looked forward to, and are much appreciated by the prisoners. The Association also renders valuable assistance to prisoners on discharge, by providing them with clothing, and on the recommendation of the indefatigable Secretary, Mr. George Crase, railway passes are supplied to each prisoner on discharge, should he desire to proceed into the country in order to obtain employment. Several prisoners have during the year been provided by the Association with remunerative employment on board ships sailing for England; others have been assisted with money and passes to other States. A list of prisoners due for discharge is regularly furnished

to the Salvation Army, and an officer of that organization attends and interviews the prisoners, with a view to rendering them assistance on their discharge.

The total expenditure for gaols and prisons during the year 1905, including everything, from salaries and supervision to tools, gratuities to prisoners on discharge, and other incidentals, was £14,916. The total amount of cash received and paid into the Treasury for the same term was £1,973. No account is taken or credit allowed for the estimated value of the labour by which economies are effected, and when the cash income is deducted from the total expenditure, it is found that the average annual cost per prisoner is £48 14s. 8d. Every prisoner, therefore, costs the State nearly a pound a week, which is a point to be noted by students of penology.

Those who are interested in this particular science may find abundant material for useful consideration in the tables which are issued with the Sheriff's annual report. On December 31, 1905, there were confined in the Yatala Labour Prison 117 prisoners, and in the Adelaide and country gaols 142, making a total of 259, of whom 29 were females, which was a decrease of 8 as compared with the number on December 31, 1904. The manner in which the habit of criminality operates when once formed is clearly shown by the records of admission. During the year the number of distinct and separate persons admitted was 888 males and 143 females, but some of them returned to custody so often that the gross number of admissions, instead of being 1,031, rose to 1,556. One female was received thirteen separate times, one 11, and one 9, while one male came back 11 times, two 10 times each, and many others several times.

As to the growth or decrease of crime, the fact may be observed that while the daily average for 1905 was 265·60, the number in confinement on the last day of the year was 259. On that date the estimated population of the State was 374,398. Mr. Schomburgk remarks that if the number of persons in the prisons and gaols be compared with the total population, "it will be seen that the proportion of prisoners to each 1,000 of the estimated population was '069, or, in other words, that out of every 1,446 of the general population one was in prison. This is probably the lowest record for any State in the Commonwealth."

FACTORIES AND EARLY-CLOSING.

The industrial legislation of South Australia includes provision for conciliation in cases of dispute; for the inspection and regulation of factories, and the constitution of Wages Boards and for early closing of shops.

The State Board of Conciliation consists of a President—His Honor Mr. J. G. Russell, I.S.O., S.M.—and six members. Mr. Alexander Buchanan, S.M., is

the Registrar. An account of its proceedings and the action of its President in settling industrial disputes is given in another part of this work.

The Chief Inspector of Factories is Mr. John Bannigan, who was appointed on September 2, 1896. The other officers are a male and a female inspector, and a junior clerk. Much interesting information is supplied

by Mr. Bannigan in his annual reports, but he complains that the terms of the legislation he has to administer are not in all cases as clear as could be desired, and anxiously urges the consolidation of the existing Acts, with amendments suggested by experience.

Mr. Bannigan reports that up to the end of the year 1905 there had been 1,552 factories of all classes registered, chiefly in and around the City of Adelaide, and in these factories 13,165 males over the age of 16 years were employed, and 1,485 under that age, 4,139 females over 16 years of age, and 544 under 16. He remarks on the difficulty he experiences in making up this return because there is no provision for the periodical re-registration of factories, in order that the particulars may be kept up to date. The number of registered factories showed an increase of 76 for the year, and an increase in the number of persons employed as follows:—Males over 16 years old, 480, and under 16 years 357; females over 16 years of age 357, and below that age 113. The total increase in all ages and both sexes was 1,221, and was most marked in the millinery and dressmaking trades, both as to factories and work-people.

There was an increase in the number of outworkers, or persons working in their own houses or shops, during the year, but a very large proportion of them are either boot-repairers or milliners and dress-makers. There are very few of the class of outworkers who are engaged in the manufacture of goods for factories or shops, to be afterwards sold to the public. It would appear, therefore, that the means employed have been successful in greatly reducing the evils of "sweating," if the practice has not been entirely stamped out.

The general inspection work performed by Mr. Clark and Mrs. Milne, on whom the duty mainly devolved, covered a fairly wide area. The former handed in during the year 1,250 reports, and the latter 1,139. Twenty-four notices to safeguard machinery and 28 notices to improve ventilation were issued during the year, besides a large number of verbal directions concerning minor details, and about 300 other written communications.

The figures quoted in a preceding paragraph indicate considerable activity in manufactures, and this is confirmed by the statement that several "splendid new factories were erected during the year, in connection with which the opportunity was taken—when the plans were submitted for suggestions—to secure alterations in respect of ventilation, sanitary arrangements, fire-escapes, etc." Under the Factories Acts the work-

ing hours of males under 16, and of all females, are limited to 48 hours per week, and this provision is said to be fairly well adhered to. The working hours of males over 16, however, vary from 48 to 64 hours per week. Overtime returns were furnished by 47 factories, but a doubt is expressed as to whether full information on this subject is supplied, and it is obviously difficult to secure accuracy, as in many instances an offender would have to bear witness against himself.

Two hundred and sixteen accidents, none of which proved fatal, were enquired into during the year. Most of them were due to misadventure which could not have been prevented by safeguarding, but where protection by safeguards could be secured the necessary notices were issued, and there was no serious difficulty in enforcing the directions which it was deemed necessary to give.

During the year 1905 the Factories Further Amendment Act of 1904 came into operation, and under its provisions two Wages Boards were created, viz., the "Clothing Board" and the "Shirt-making and White-work Board." The regulations contain elaborate directions for the election of members of these Boards by registered employers and employees, the representatives being in equal numbers. The determinations of these Boards have not in all cases been willingly accepted and loyally observed, and considerable litigation was the result.

Early-closing laws are said to be in an unsatisfactory condition, and their intention is not being carried out with any approach to unanimity. On a half-holiday, for example, though an assistant may not be employed to sell goods, it is not necessary to close the premises. Many shop-keepers, therefore, keep their doors open under the pretence of selling exempted goods, making up orders, waiting for customers to call for parcels, etc. As all this is allowable, it has become practically impossible to enforce the provisions of the Act. Those who thus violate the law excuse themselves on the plea that they do not keep their shops open willingly, but in self-defence, because so many competitors in the same line of business are doing the same kind of thing. The great trouble is not with the large establishments, but with the hundreds of small shops. Among these, the store-keeper who has, perhaps, one paid assistant is exasperated because he is compelled to close, while his neighbour, whose sons or daughters help him in the business, can keep open as long as he likes. Practical difficulties like these are held to prove the unworkableness of the existing law.

LIONEL HENRY SHOLL, I.S.O., Under Secretary and Government Statist, and Clerk of the Executive Council of South Australia, was born at Perth, Western Australia, on September 15, 1844, and is

a son of the late William Horatio Sholl, M.R.C.S., who came with his family to South Australia in 1849, where he remained until his death in 1876. Educated at the Adelaide Educational Institution (one

of the principal schools of those days) the subject of this notice entered the Government service in July, 1858, in the Commissioner of Public Works Office. In 1859 he was appointed Junior Clerk

in the Waterworks Office, and four years later was transferred to the Audit Office, passing through various grades there till he became Chief Clerk in 1872. He was transferred to the Treasury as Chief Clerk and Accountant in 1874; made Accountant and Receiver of Revenue in July,



Hammer & Co., Adelaide.

MR. LIONEL HENRY SHOLL.

1876; Cashier and Accountant in July, 1879; Under Treasurer in July, 1883; Under Secretary and Government Statist in May, 1890; and was appointed Clerk of the Executive Council in July, 1894. Mr. Sholl is also a Public Debt Commissioner. As one of the representatives of suburban and country Institutes, he is one of the Board of Governors of the Public Library, Art Gallery, and Museum of South Australia. He is also a member of the Board of Management of the Public Service Provident Fund and Vice-President of the Institutes' Association, and has been Honorary Secretary of Kensington and Norwood Institute since 1879. He was decorated with the I.S.O. order in 1903. Mr. Sholl married, on February 22, 1870, Clara Luxmoore, second daughter of H. B. Hinton. Surgeon-Major H.M. Bengal Army, who now lives in retirement in Adelaide, and, although in his ninety-fourth year, enjoys the best of health. Mr. Sholl has a family of two sons and one daughter.

The late EBENEZER COOKE, who for nearly a quarter of a century filled the important post of Commissioner of Audit for South Australia, was born in London

on May 14, 1832. He was a son of the late John Cooke, and a brother of the Rev. John Hunt Cooke, a well-known literary man, linguist, and editor of a Baptist newspaper published in London. Mr. Ebenezer Cooke was educated in London, and gained a large experience of commercial life in an accountant's office there. In 1862 he was selected to come to South Australia as chief accountant to the English and Australian Copper Company, Limited; and served twenty years (1862-82) with that Company, eight years as accountant and correspondent, and twelve years as general manager for South Australia and New South Wales. During the last eight years he was with the Company he represented the District of Flinders in the House of Assembly, and was Chair-



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MR. EBENEZER COOKE.

man of the Royal Commission on Finance, 1880-82. This Commission (the members of which were chiefly comprised of Ministers and Ex-Ministers of the Crown) was appointed to enquire into the best methods of keeping the public accounts, and occupied three years in drawing up the report which was adopted by the House of Assembly. On the death of the then Auditor-General (Mr Sheppard), Mr. Cooke was appointed to the position, and held it up to the time of his death. He was a prominent member of the Masonic craft, and had passed through all the chairs of the Blue Masonry, Royal Arch Chapter, and Mark, and was also a foundation member of the St. Albans

Lodge. He evinced a great interest in art, and had a large and varied collection of copies of the works of the great masters, both ancient and modern. Mr. Cooke was married twice, first in London in 1859, to Eliza Peyton Odgen, who died shortly after arriving in South Australia, leaving two sons and one daughter—one son being the Government Astronomer at Western Australia, the daughter being connected with the Church of England Mission at Delhi, India, as Deaconess. He married for the second time Rose, daughter of James Phillips, of Adelaide, by whom he had a family of one son and two daughters. Mr. Cooke died on May 7, 1907.

PETER WHITINGTON, Acting-Commissioner of Audit of South Australia (appointed May 15, 1907), was born on February 4, 1845, near Balhannah, South Australia. His father, the late William Smallpeice Whittington, came to the colony in his own ship, the "New Holland," arriving on July 7, 1840, and was one of the first merchants in the City of Adelaide, where, in the early days, he was associated with other pioneers in most of the undertakings for the advancement of the settlement. Mr. Peter Whittington was educated at the well-known Educational Institution founded by the



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MR. PETER WHITINGTON

late John L. Young, many of whose old scholars occupy prominent positions in the State. After leaving school, Mr. Whittington was connect-

ed with mercantile and mining pursuits for about seven years, and then received an appointment as assistant to the Accountant in Insolvency. He occupied this position for another seven years, and was promoted to the Second Clerkship in the Audit Office, in June, 1873. On June 24, 1875, he became Chief Clerk, and on December 15, 1896, Secretary to the Audit Department. From January 1, 1901, to June 30, 1902, he was a member of the Public Service Classification Board, and from July 1, 1902, to December 31, 1903, a member of the Royal Commission on the Public Service of Western Australia. Mr. Whittington was for some time Chairman of the Editorial Committee of the *Public Service Review*, and it was mainly through his efforts that the Public Service Association was established. He has had a varied and extensive experience in connection with audit and public service matters. He was married in December, 1872, to Jeanette Isabella, daughter of the late T. W. Lyons, for many years identified with the Civil Service of South Australia, and has a family of five sons and three daughters. Mr. Whittington's eldest son, Ernest, is on the literary staff of the *South Australian Register*; Bertram occupies the position of Director of the School of Mines, Stawell, Victoria; Percy is connected with the staff of the *Barrier Miner*; Guy is engaged in mercantile pursuits in Adelaide; while the other son, Louis, is articulated to the legal profession.

Colonel LEWIS GEORGE MADLEY, V.D., Chief Commissioner of Police in South Australia, was born near Tintern, Wiltshire, England, in the year 1844, and received his education chiefly at St. Mary's School, Cardiff, and at Highbury College, in London. In 1865, at the age of twenty-one, he received an appointment under the New South Wales Government to take control of the St. James Model and Training School, and proceeded to Sydney to enter upon his duties. Seven years later he came to South Australia as head master of the model school, Grote Street, under the Government of this State, which position he ably filled for a period of two and a half years. He was then appointed Principal of the Training College, and continued in the discharge of the du-

ties of this important post until 1896, when he received the appointment of Chief Commissioner of Police in South Australia, in succession to the late Mr. W. J. Peterswald. Almost immediately upon his arrival in New South Wales in 1865 the gentle-



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COLONEL LEWIS GEORGE MADLEY.

man under review associated himself with the military movement, and in February of the following year joined the New South Wales volunteers. He attended the inaugural meeting of the South Australian Rifle Association, and became its first Secretary. In June, 1877, he was again in the van, being the first to enrol as a private in the South Australia Volunteer Militia Infantry, and assisting as drill instructor to the first recruits. In November of the same year Colonel Madley was gazetted Captain of the South Adelaide Company, and received rapid promotion to the rank of Major three years later; and on May 1, 1882, to that of Lieutenant-Colonel of the 1st Regiment, holding the latter position until the disbandment of the regiment in 1895. At the time of the retirement of Colonel Owen Colonel Madley was offered the high compliment of the position of Commandant of the South Australian forces; but did not see his way clear to accept the command. The local rank of Deputy-Assistant-Adjutant-General was conferred on Colonel Madley in 1895, and that of Colonel in 1906. Colonel Madley was Honorary Aide-de-Camp to Governor Lord Kintore, Sir Fowell Buxton, and Lord Tennyson. He has visited Eng-

land, first in 1881, and the second time in 1906, for the benefit of his health, when he was absent for eight months.

GEORGE LANCELOT REED, Secretary to the Police Department of South Australia, was born at "Heathpool," in the Corporation of Kensington and Norwood on March 28, 1845, and is the only surviving son of the late Mr. George Reed, who came to South Australia from Northumberland, England, in the sailing vessel "Platina," landing in the vicinity of Holdfast Bay, on July 10, 1839. He subsequently acquired a tract of land from the South Australian Company, which now bears the name of Heathpool, so called after the estate where Mr. Reed resided in England, situated between three and four miles from Adelaide, where he remained up to the time of his death in 1878. The subject of this notice received his education at the Pulteney Street School, under the late Mr. John Martin, and on completing his studies engaged in farming pursuits. In 1862 he joined the Police Force as a mounted trooper, and afterwards passed through the various departments in the General Post Office, remaining there till 1874. From there he went to the Treasury, where he remained for about two years, when



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MR. GEORGE LANCELOT REED.

he received the appointment of Clerk in the Police Department. On the death of Mr. Martin in 1876, Mr. Reed was appointed to

the post of Second Clerk in the Department, later becoming Chief Clerk. On the appointment of Colonel Madley to the office of Commissioner of Police, in 1896, he was made Secretary. In March, 1906, Colonel Madley took his departure for an extended tour throughout England and Europe for the benefit of his health, and Mr. Reed was, during his absence, appointed Acting-Commissioner of the South Australian Police Force. Mr. Reed is a member of the Naval and Military Club.

OTTO HEINRICH SCHOMBURGK, Sheriff and Comptroller of Labour Prisons of South Australia, Marshal of the Vice-Admiralty Court, Commonwealth Electoral Officer for the State, and Deputy-Marshal of the High Court of Australia. The subject of this notice is a native of South Australia, his birthplace being Buchsfelde near Gawler, where he was born on September 30, 1857. He is the only son of the late Dr. Richard Schomburgk, who will ever be remembered as the Director of the beautiful Botanic Gardens, Adelaide. Dr. Schomburgk was well known throughout Australia, and when laudatory remarks are passed concerning Adelaide's Botanic Gardens it would be unfair not to mention



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DR. R. SCHOMBURGK.

the Director's name also, because the Gardens are what they are mainly through the anxious care bestowed upon them by their worthy Cura-

tor. The doctor, who was a son of the late Rev. J. F. L. Schomburgk, of the Lutheran persuasion, was born at Freiburg, Saxony, in 1811. Making a special study of botany, he became connected with the Imperial Gardens at Potsdam, and to



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MR. O. H. SCHOMBURGK.

further cultivate his taste for this branch of science, sought the tuition of his famous brother, Sir Robert, under whose supervision he was greatly aided in obtaining that knowledge which proved so acceptable to South Australia. Sir Robert had already distinguished himself in the world of travel, more especially in connection with Baron von Humboldt; and in one of the expeditions with his brother, Richard went to British Guiana in 1840, when Sir Robert undertook the demarcations of the boundaries of that colony. On his return to the Fatherland, the doctor, with his brother Otto, came to South Australia, and settled on the Gawler River in the year 1848, where the brothers entered upon farming and viticultural pursuits, and resided in the district for seventeen years. In 1858 Dr. Otto Schomburgk died, and in the year 1865 the surviving brother, then Curator of the Gawler Museum, accepted the Directorship of the Adelaide Botanic Gardens, occupying that position up to the time of his death, which occurred in 1901. His son, Otto Heinrich, when a youth, entered the Public Service of South Australia in

1874, being appointed to a position in the Engineer-in-Chief's Department, where he remained for some four years. From there he went in to the Chief Secretary's Department, thence to the Lands Titles Department. He was appointed Chief Clerk to the Sheriff's Department in 1882, and was appointed Deputy-Sheriff in January, 1892, filling that position up to 1903, when he was promoted to his present duties. Mr. Schomburgk took a special interest in military matters. He joined A Battery of the Field Artillery of South Australia as a gunner in 1879, and went through the various grades of a non-commissioned officer until 1882, when he obtained his lieutenancy. He was afterwards appointed Captain, and in 1891 was made Major commanding the battery. He retired in 1895, and now holds the rank of Major on the retired-list, with permission to wear the uniform. Mr. Schomburgk is a member of the Masonic fraternity, his mother lodge being the United Tradesmen's No. 4, E.C., and is a Past Master of that lodge. He is returning officer for No. 1 Adelaide District for the election of members to the House of Assembly of South Australia. Mr. Schomburgk was married in 1902 to Ada Louisa, daughter of the late Mr. H. E. Downer, S.M., who was for many years a member of the House of Assembly, and a Magistrate of South Australia, and has a family of two daughters and one son.

HERBERT DILLON GOUGE, Public Actuary of South Australia, Fellow of the Royal Statistical Society, London, and Associate of the Statistical Society, Paris, was born in Warwickshire (Coventry), in 1843, and came to South Australia with his parents in 1856. His father, the late Mr. A. H. Gouge, subsequently entered into business as a contractor, and carried out many important works in South Australia, including the construction of railways, jetties, waterworks, etc. The subject of this sketch was educated at St. Peter's College, and at the end of his scholastic career entered his father's office, where he gained valuable commercial experience. He afterwards launched out in business on his own account as a land and estate agent, meeting with considerable success. In 1885, on the

establishment of the Land and Income Tax Department, Mr. Gouge was offered and accepted the position of Assessor, taking up the duties which attached to the post in the early part of that year. During his occupancy of this position, he was called upon to value the whole of the taxable lands in South Australia, and altogether he completed three triennial land assessments. In 1894 Mr. Gouge was appointed Public Actuary of South Australia, under the Friendly Societies Act, 1892, and undertook the responsibility of establishing that new department. Mr. Gouge's multifarious duties make him a very busy man, and he has done some stupendous work in connection with his Department. Mr. Gouge also undertakes valuations for the Probate and Succession Duties Department. Mr. Gouge, who is a member of the Masonic fraternity, married, in 1870, Emily, a daughter of the late Mr. John Mills, of Timaru, New Zealand. His private address is "Stoneleigh," Ebor Avenue, West Adelaide.

JOHN AMBROSE PLUNKETT, Registrar-General of Births, Deaths, and Marriages, of South Australia, was born at Clonmel, County Tipperary, Ireland, on December 17, 1837. He is the third son of the late M. R. Plunkett, Stipendiary



Fruhling Studios,

Adelaide.

MR. JOHN AMBROSE PLUNKETT.

Magistrate in various parts of Ireland, who had previously occupied the position of County Inspector of Police, and was in early life an offi-

cer in the army. Mr. J. A. Plunkett was educated at large boarding and other schools in his native country, and as a youth was employed for a short time as a junior clerk in the National Bank of Ireland. In 1858 he left Ireland for South Australia, where he arrived (*via* Victoria) in December of that year. In February, 1859, he joined the Government service as a police trooper, and has been connected with the public service ever since. During his term in the Police Department he served in various grades. Subsequently he was for a time Goldfields Warden in the Northern Territory, and ultimately occupied the position of Chief Warden of the goldfields there. Early in 1876, shortly after his return to Adelaide, he was employed in the work of census collector, and, while thus engaged, received the appointment of Deputy-Registrar of Births, Deaths, and Marriages. Several years later he was entrusted with the control of the compilation of the vital statistics of the State in conjunction with his other responsible duties in the Births and Deaths Department; and upon the death of Mr. G. H. Ayliffe, in 1906, was appointed Registrar-General of Births, Deaths, and Marriages. For about forty years Mr. Plunkett has been a member of the Manchester Unity, Order of Oddfellows. His chief recreation is found in miscellaneous reading, and in his earlier days he was sometimes associated with literary societies. In those days, too, he was fond of riding, swimming, and athletic exercises generally. Mr. Plunkett was married in 1863 to Emma (now deceased), daughter of the late Daniel Gillett, of Nairne, South Australia, and has had a family of five sons (one of whom is deceased) and two daughters. His residence is at North Dulwich, near Adelaide.

CHARLES EDWIN BRISTOW, Government Printer and Comp-troller of Stationery of South Australia, was born in Yorkshire, England, and arrived in South Australia, with his parents, in 1849. He was educated locally, and acquired the knowledge of his trade in Adelaide, entering the Government Printing Department in 1870 as a journeyman printer, thereafter working through the various grades until he reached the position of Overseer in 1888. Mr.

Henry Francis Leader, who succeeded Mr. Emanuel Spiller, the second gentleman to hold the position of Printer (the first Printer being Mr. William Caddy Cox, who resigned in 1879 after 30 years' service), died in 1891, and Mr. Bristow was then



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MR. CHARLES EDWIN BRISTOW.

appointed to the position, which he has held ever since.

JOSIAH BOOTHBY, C.M.G., formerly Under Secretary, Government Statist, and Superintendent of Census in South Australia, was born at Nottingham, England, on April 8, 1837. He arrived in the province on August 28, 1853, with his father (of whom he was fifth son), Mr. Justice Boothby, who had been appointed by Royal Warrant and Sign Manual of Her Majesty Queen Victoria, on February 25, and was sworn in on August 29, 1853. Shortly after his arrival, Mr. Josiah Boothby was appointed to a clerkship in the then Colonial Secretary's office, from which he was promoted in 1854 to a higher grade in the Auditor-General's Department, two years subsequently attaining the position of Chief Clerk. In 1859 he was transferred back to the Chief Secretary's office as Chief Clerk and Government Statist, and in 1860 the position of Superintendent of Census was added with a view to his taking the Census of 1861. Up to that time, each colony having acted independently, Mr. Boothby brought under the notice of the Government the desirability of con-

certed action. Sir Richard Graves MacDonnell, then Governor, addressed the Secretary of State, resulting in a Conference adopting a system of procedure enabling particulars of primary importance to each colony to be recorded on the lines of the British Census, and eventually extended to other portions of the Empire. In 1869 Mr. Boothby was elected Honorary Corresponding Member of the Royal Statisti-

cal Society of London, and also Honorary Member of the Imperial Geographical Societies of Berlin and Vienna. He contributed to the work issued by the Government in 1876, entitled "South Australia, its History, Resources, and Productions." He was also a Commissioner for the Intercolonial Exhibition of 1872, and represented South Australia as Executive Commissioner at the International Exhibition held in Paris

in 1878, where he received at the hands of His Royal Highness, the Prince of Wales, by command of Her late Majesty Queen Victoria, the insignia of Companion of the Most Distinguished Order of St. Michael and St. George, now being senior on the roll. The Cross of the Legion of Honour was also conferred upon him by the President of the French Republic, Field-Marshal McMahon.

THE CENTRAL BOARD OF HEALTH.

The Central Board of Health was created by Act of Parliament (No. 22), in 1873. The members of the original Board were—Dr. Gosse (President), Lieutenant-Colonel W. Barber, J.P., William Kay, J.P., Dr. Allan Campbell, J.P., Frederick Wright, J.P., and R. G. Thomas (Secretary). The members of the Board were appointed on January 13, 1874, by the Governor at the time.

The Act of 1898 altered the constitution of the Board, and was brought into force by proclamation. Original members under this Act (appointed March 3, 1899), were:—Dr. H. T. Whittell (Chairman), Dr. A. W. Hill, and Henry Rymill, J.P., appointed by Governor-in-Council; Lieutenant-Colonel James Rowell, J.P., elected by city and suburban local boards; William Harris, elected by all other local boards. Dr. H. T. Whittell, died August 21, 1899; Dr. William Ramsay Smith, appointed Chairman, September 1, 1899; Lieutenant-Colonel James Rowell, J.P., resigned, to go on active service in South Africa, June 20, 1900; Caleb George Gurr, elected by the city and suburban Boards, June 20, 1900; Henry Rymill, resigned February 2, 1901; William Haines, elected by all other local Boards, June 1, 1901; J. Gordon, S.M., appointed March 28, 1901; William Haines, died June 11, 1902; J. D. Woods, appointed August 11, 1902; Colonel Rowell, J.P. (returned from South Africa), was elected by city and suburban Local Boards, having defeated Mr. C. G. Gurr, March 3, 1903, and again on March 1, 1907; J. D. Woods was appointed by all other Local Boards, March 2, 1903.

The present Board consists of five members, the Chairman being the permanent head of the Health Department. Two members are selected by the Governor-in-Council, one by the city and suburban Boards of Health, and one by all the other Local Boards of Health. The present Board is constituted as follows:—Dr. W. Ramsay Smith (Chairman), Dr. A. W. Hill, James Gordon, S.M. (Government nominees); Colonel Rowell, C.B. (city and suburban nominee); and J. D. Woods (nominee of other Local Boards); L. H. M. Mildred, Secretary, appointed August 8, 1904, *vice* G. H. Ayliffe, resigned.

Under the present Health Act, every Municipal and District Council is constituted a Local Board of Health for their District, and given very comprehensive powers under the Act. Local Boards may declare and collect sanitary rates, appoint such officers as may be deemed necessary by the Local Board, may inspect dwellings and find out and order removal of insanitary conditions, take proceedings against offenders, supervise sewers and drains, erect and maintain sanitary and public conveniences, contract for the removal of nightsoil and refuse, prevent pollution of water supplies, regulate slaughtering of animals, insist upon the inspection of meat, isolate or destroy diseased animals, protect consumers of meat against infection, make regulations regarding cow-keepers' dairies, milk-stores and shops, dairy-farms, declare dwellings unfit for habitation and order them to be demolished, and they may exercise very wide powers regarding the management of cases of infectious diseases. One feature of the Act is the compulsory notification of pulmonary tuberculosis.

The diseases passed under the Act as infectious are:—Leprosy, plague, yellow-fever, smallpox, cholera, diphtheria, membranous croup, erysipelas, scarlet fever, scarlatina, and fevers known by any of the following names or descriptions:—Typhus, typhoid, enteric, relapsing or puerperal (including all puerperal conditions depending on infection), and also any other disease which the Governor may, by proclamation, declare to be an infectious disease. The following additional diseases have been declared infectious by proclamation:—Anthrax and trichinosis, cerebro-spinal meningitis, malarial fever, and malarial conditions.

The Food and Drugs Act is administered by the Central Board of Health.

Under the Public Health Act the Board advises the Government in all matters pertaining to quarantine, and the Chairman is practically the executive officer in quarantine administration. The Central Board is entrusted with the execution of the Act, and can exercise any powers in a particular district that may be exercised by the Local Board for that district. Where no Local Board exists, the Central Board acts in that capacity.

The Municipal Boards number 32, while there are 144 Local Boards (*ex officio*).

A large number of investigations into outbreaks of diseases affecting the public health are made by the present Chairman from time to time. It is stated that the notification clauses of the Health Act with regard to infectious diseases have been carried out well by the Local Boards. The information thus received is regarded as of great public importance, because it enables the Board to watch with a view of checking any serious outbreak that may occur. The extent of this work may be gathered from the statement that 3,450 notices were issued by the 119 Local Boards, which forwarded reports.

The latest report of the Board of Health is a record of varied and useful activity. Twenty-three meetings were held during the year, at which reports were received and dealt with. The Chief Inspector was employed in inspecting and reporting on towns and townships, dairies and cow-keepers' premises, creameries, butter and other factories, piggeries, lodging-houses, school premises, slaughter-houses, etc., in places as far apart as Port Germein in the North, Mannum on the Murray,

and Millicent in the South-East. It was stated that where unsatisfactory conditions were found there were usually improvements effected before a re-inspection was made. This remark applies to dairies, of which 249 were inspected, piggeries, and slaughter-houses. The creameries and butter- and cheese-factories were generally found to be in a satisfactory condition. Of the school premises inspected, all but four were pronounced satisfactory in their sanitation.

A large amount of useful work was done in the inspection of wharves, markets, etc., and the details show that the guardians of the public health exercise vigilant supervision over the supplies of fish, milk, vegetables, etc., the manner in which they are handled, and the risks of contamination to which they are exposed. The report states that the general supervision over the sale of food and drugs has been maintained as far as possible in the present somewhat unworkable state of food legislation. The Food and Drugs Bill which was before the Parliament last session engaged close attention, and it is believed that if the Bill passes into law it will remove many of the existing disabilities, very much to the public advantage.

WILLIAM RAMSAY SMITH, M.B., C.M., etc. (Edin.), D.Sc. (Adel.), President of the Central Board of Health, permanent head of the Department of Public Health of South Australia, and City Coroner, Winchester Street, East Adelaide, was born at King Edward, Aberdeenshire, Scotland, on November 27, 1859. After a preliminary course of study at different country schools he proceeded to the Edinburgh University, and for thirteen years was associated with that historic seat of learning. He first gained distinction as a brilliant student, graduating in almost every branch of the Arts course, with honours in natural science, and becoming prizeman in mathematics and logic. During two years of this period he was President of the University Philosophical Society. He then took the degree of Bachelor of Science, and in 1884 won the Vans Dunlop Medical Scholarship, and entered upon the study of medicine, completing the course several years before he graduated in 1892. He was assistant-professor of natural history and senior demonstrator of zoology from 1885 to 1890; examiner for the Royal College of Surgeons and Physicians, Edinburgh, and for other medical schools, besides occupying many other important positions on the University staff; and, in addition, he conducted a large number of scientific investigations

for the Fishery Board of Scotland. The great interest he displayed in the subject of education, not only in connection with the University but in common and secondary school work, led to his election, at the earliest age on record, as a Fellow of



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DR. WILLIAM RAMSAY SMITH.

the Educational Institute of Scotland. He was active in grappling with the social problems of the day which came within the scope of his activities, and was a prominent member of the University Total Ab-

stinence Society, the Athletic Club, and the White Cross Society. He also rendered valuable assistance to the Edinburgh Social Union by bringing his knowledge of the intricacies of legal and sanitary matters to bear upon the breaking up of the extensive rings of slum-owners so notoriously defiant of both law and public opinion. In 1892 Dr. Ramsay Smith entered upon private practice, and also undertook sanitary work for the Local Government Board for Scotland: his services in this direction being recognised by the Board in the warmest manner, and by his aid many reforms were carried out of a highly valuable character. A very responsible post in the hospital with which he had been connected was declined by Dr. Ramsay Smith, who considered that the experience gained in private practice was the best basis for future specialism; and for three years he put this principle into strenuous practice at Rhyl, the well-known seaside resort in North Wales. In July, 1896, he arrived in South Australia, his services having been secured by the Adelaide Hospital, and he entered upon the duties of senior physician of that institution, a post which he retained until 1903. He was also Hospital Pathologist from 1897 to 1899, and Inspector of Anatomy and Superintendent of the University School of Anatomy from the latter date until 1903. From boyhood Dr.

Ramsay Smith has taken an active interest in military matters. He was one of the original officers of the Medical Staff Corps in connection with the Edinburgh University, the second corps of its kind formed in the United Kingdom. Upon the reorganization of the forces in South Australia, he was appointed Surgeon-Captain and attached to the Field Artillery; and by his organization and training the Field Hospital Corps was brought to a high pitch of efficiency. At the outbreak of the South African war in 1899 he took over the command of the Field Artillery at the request of the responsible authorities, and accomplished the task of reconstructing the battery in a highly satisfactory manner. He saw active service as Surgeon-Captain of the Imperial Bushmen's Corps, was special officer for plague administration (Imperial) in South Africa in 1901, and was awarded the war medal with two clasps. In 1903 he was appointed Major (and in 1906 Lieutenant-Colonel) and principal medi-

cal officer of the Commonwealth military forces in South Australia. In his capacity of medical officer to the Adelaide Gaol, Dr. Ramsay Smith did much important medico-legal work in connection with criminal investigation in this State; and his work as an expert in criminal trials has called forth high praise. As a writer, he has also gained distinction. He is the author of a "Manual for Coroners" and several textbooks in science and medicine. His scientific works have won commendation from most of the Universities and Colleges of the United Kingdom, and some of his investigations have been referred to in the reports of the various European Governments as the most complete and trustworthy work done in those subjects. For several years he was a constant contributor of articles, leaders, and reviews to *The Scotsman* and its evening edition, *The Despatch*, on scientific, social, literary, and sanitary matters. In 1894 he was honoured in being asked to join the staff of contributors

to *The Medical Annual*, an international yearbook of medical progress, all contributors to which are specialists in different parts of Europe and America; and he wrote many articles, chiefly zoological, for the new edition of Chambers's "Cyclopedia." Dr. Ramsay Smith's appointment as President of the newly-constructed Central Board of Health for South Australia in 1899 gave him the opportunity for active administration in sanitary work; and the foresight and judgment he displayed in bringing the new Public Health Act into operation proved his admirable efficiency for the post. He has represented the State in several conferences, and has been entrusted with important commissions and enquiries by the Commonwealth Government. Dr. Ramsay Smith's recreations are found in literature, mental philosophy, and music. On June 1, 1889, he married Margaret, daughter of Mr. James MacKenzie, of Alness, Ross-shire, and has a family of one son and four daughters.

MEDICAL.

The medical officers of the State whose names appear in the Blue-book are as follows:—

Colonial Surgeon.—Dr. W. L. Cleland, appointed October 15, 1906, who has been Resident Medical Officer at the Parkside Lunatic Asylum since December 1, 1878.

Assistant-Colonial Surgeon.—Dr. J. Johnson, also Medical Officer, Mount Gambier Hospital, appointed November 13, 1888.

Secretary to the Colonial Surgeon.—Mr. W. Watson, also Steward and Secretary, Parkside Lunatic Asylum, appointed July 1, 1892.

Acting-Health Officer and Medical Officer, Port Adelaide.—Dr. W. J. Gething, appointed November 1, 1899.

The South Australian Medical Board consists of Dr. T. K. Hamilton (President) and Drs. A. A. Hamilton, A. A. Lendon, and A. D. L. Napier, with Dr. C. E. Todd, Secretary, and Mr. C. Medlyn, Assistant-Secretary.

The Board is appointed under "The Medical Act Amendment Act" of 1889. This Act superseded pre-

vious legislation, and provided, *inter alia*, for the registration of all legally-qualified medical practitioners. The names of such practitioners are to be published in the *Government Gazette* on registration, and in the month of January of each year. The Board is empowered to make all necessary enquiries as to the qualifications of persons seeking registration. Medical certificates of the cause of death are only to be issued by legally qualified medical practitioners, and no burial is to take place without such a certificate or a coroner's order. Persons making false pretences as to their diplomas, etc., are liable to heavy penalties, and power is given to cancel any certificates falsely obtained.

The Board meets at the Adelaide Hospital on the second Thursday in each month. An applicant for registration is required to submit his diplomas, etc., to the Board for inspection, and, at the same time, to furnish the Board with a declaration, attested by a magistrate, that he is the person named therein, the diplomas, etc., to be forwarded under cover to the Hon. Secretary three days previous to the meeting. The registration-fee is one guinea.

THE HOSPITALS.

The Adelaide Hospital, which is very much the largest institution of the kind in the State, is under the control of a Board of Management, consisting of ladies and gentlemen appointed by the Government.

The Hon. George Brookman has been Chairman for several years, during which there have been many changes in the personnel of the Board. There are House, Medical, and Finance Committees, the functions of

which are indicated by their titles. The Medical Superintendent is Dr. Clement Wells, and there is a large honorary staff, including consulting, medical, and surgical officers, besides specialists in several departments. The Secretary and Accountant is Mr. Charles Medlyn, J.P., who has been connected with the Hospital since 1887. The nursing staff includes a Matron, Superintendent of Night Nurses, 15 night nurses, and about 80 probationer nurses. Contributors to the Hospital funds have the privilege of recommending patients in proportion to the amount of their donations; but as the Hospital is an institution of the State, and mainly supported from the public exchequer, the force of any appeal to the charitable which might otherwise be felt is materially diminished. It is stipulated that subscribers' recommendations are only to be given to persons who, on account of poverty, are proper subjects for hospital treatment. Persons seeking admission to the Hospital whose means will not enable them to pay the ordinary charges for medical attendance may be admitted on the payment of maintenance fees, but the contribution to the revenue from this source shows that such payments are the exception rather than the rule.

Details of the service rendered by the Hospital may more appropriately be given in another part of this work, in connection with charitable and philanthropic institutions. It will be sufficient, therefore, in this place to give a few of the leading statistics in order to

convey a general idea of the scope and operations of the Hospital. The following figures will show, approximately, the average during a series of recent years:—

No. of cases admitted annually	...	3,100
Average daily number of in-patients		230
Annual attendances of out-patients		20,400
Annual contributions	...	£1,000
Annual maintenance fees	...	£650
Total annual expenditure	...	£17,500

Hospitals are established in many of the country towns. Those at Mount Gambier, Port Augusta, Port Lincoln, Wallaroo, Port Pirie, and Port Adelaide are directly under the Government, and the Colonial Surgeon is the departmental head. Grants-in-aid are given to the Hospitals at Burra, Jamestown, Kapunda, and Narracoorte; also to the Children's Hospital, North Adelaide.

A Consumptive Home was established at the old Lunatic Asylum on North Terrace east in 1904. Up to the end of 1905—the date of the latest report—55 cases of pulmonary consumption had been admitted, and two of cancer. Of the fifty-five cases twenty-four had died—twenty of them within two months after admission; four left at their own request, two were transferred to Kalyra, two absconded, and twenty-three remained under treatment at the end of the year. One of the cancer patients died within a month of admission, and the other remained under treatment.

THE LUNATIC ASYLUM.

So far as can be ascertained, the first separate establishment for the accommodation and treatment of insane persons was established in 1846. It was situated on the Greenhill Road, on the section that is partly occupied by the numerous buildings and spacious grounds of the present asylum. The earliest records state that seven male and seven female patients were admitted in 1846, prior to which time the provision for insane persons was a ward at the Adelaide Gaol.

Six years afterwards, suitable buildings having been erected on the ground overlooking the Botanic Garden, with which was connected an extensive area used largely as a vegetable garden, bounded by the Hackney Road, the patients and their attendants were transferred to those premises. An entry in the visitors' book by Dr. James George Nash, the Colonial Surgeon of the time, reads as follows:—"March 2, 1852. Removed from the Asylum on the eastern plains to the new Asylum on the Park Lands." The reference, of course, is to the Asylum on North Terrace East.

This building was occupied as a Lunatic Asylum for the long period of forty years, but during that period the number of cases requiring attention increased to such an extent that its accommodation was totally inadequate to the demand. The main building at Parkside

was accordingly erected, and was opened on May 18, 1870, fifty male patients being transferred from the North Terrace Asylum on that date. The position and surroundings of the institution indicate wise provision on the part of those who were responsible for the arrangements. It stands well back from the road, and pine-trees having been planted in the frontage, they have grown into a magnificent forest. Abundant space for enlargement was secured in the first instance, and, as required, successive buildings have been added, while, at the same time, there is area enough for exercise and a considerable extent is cultivated. In the arrangement of the wards and the furnishing and decoration of rooms which are used for pleasant gatherings, there is evidence that so far as possible the comfort and happiness of the afflicted inmates have been carefully considered. The North Terrace establishment was finally closed on March 31, 1902, and since that date the whole of the patients have been located at Parkside.

COLONIAL SURGEONS.

DR. JAMES GEORGE NASH, appointed — 1846.
 DR. WILLIAM GOSSE, appointed January 2, 1856.
 DR. ROBERT WALTER MOORE, appointed March 12, 1858.
 DR. ALEXANDER STEWART PATERSON, appointed January 1, 1870.

DR. WILLIAM LENNOX CLELAND, appointed Oct. 15, 1896.

PAST AND PRESENT RESIDENT MEDICAL OFFICERS,
LUNATIC ASYLUM.

DR. ARTHUR ROBERT HARRISON, appointed Dec. 14, 1865.

DR. ALEXANDER STEWART PATERSON, appointed April 11, 1867.

DR. WILLIAM LENNOX CLELAND, appointed December 1, 1878.

OTHER PRINCIPAL MEMBERS OF THE STAFF.

MR. WILLIAM WATSON, Steward and Secretary, appointed June 22, 1868.

MR. ROBERT DICKSON, Dispenser and Clerk, appointed April 6, 1869.

MR. ALEXANDER CHARLES DEANE, Head Attendant, appointed February 13, 1871.

MISS MARGARET GALVIN, Matron, appointed December 6, 1871.

During the year 1905 the Lunatic Department of South Australia completed the sixtieth year of its existence, and therefore the report of that year has certain features of special interest. Within the three-score years 8,236 persons had been admitted into the asylums, there being an excess of about 1,500 on the male side. Of these, there remained 983 persons on December 31, 1905, of whom 565 were males and 418 females. The admissions during the year included 190 new cases and 40 re-admissions, the total number of persons under treatment being 1,025. Sadly impressive though these figures are, they are not the highest on record. The average number of patients was 15 less than in 1904, and there were 214 fewer individual treatment.

There is some satisfaction to be derived from the study of comparative statistics, for it has been found



Photo by H. Kri schock.

PARKSIDE ASYLUM.

Reports of hospitals for the insane naturally have about them a good deal that is melancholy. They deal with one of the saddest afflictions to which human nature is liable, and one that is often a public menace, as well as a personal calamity. Their elaborate tables of statistics suggest how wide-spread is the trouble arising from this source, and at the same time the hopelessness of its extirpation. Diphtheria is conquered, consumption pronounced curable, and cancer is being attacked with hopefulness of success; but there is no prospect of insanity being banished from our midst. The number of inmates under treatment at Parkside and the record of admissions and re-admissions in a given year faintly indicate the suffering and distress which result from mental disease.

possible to draw up a table showing the ratio of lunatics, idiots, and persons of unsound mind to the population of the various States in the Commonwealth and in England, which shows that South Australia has the lowest ratio of any, with the exception of Western Australia. Moreover, while there is a rising tendency visible in the ratios generally, in South Australia it is practically stationary. Insanity is a disease of adult life when it is more or less in its prime, and the influx of immigrants into Western Australia has so affected conditions there as to necessarily lower the ratio. Immigration and emigration, in fact, are important factors in such calculations and comparisons. The ratio in South Australia for males has been lower for the last three or four years than it was twenty years previously. During

that period there has not been any marked influx of adults, and the increase of population has been chiefly due to the excess of births over deaths. Insanity being a disease principally of middle life, and the natural increases in the population being too young for its development, the diminished ratio is almost a matter of course.

There is difficulty in ascertaining the cause of insanity, because its history in individual cases cannot easily be traced. At least 20 per cent. is attributed to heredity, and probably if more complete knowledge were available the proportion would be higher. Senile and pre-senile decay is accountable for a large number of cases, and they are among the most hopeless, while lesions of the brain supply an explanation in about 18 per cent. of the whole.

The pleasantest aspect of what is so generally painful is the care and attention which the inmates receive

not only from the staff of the asylum, but from numerous friends outside. Religious services are given with unfailing regularity, and their value is fully recognized. Dr. Cleland cordially thanks those who sacrifice time and leisure in such ministrations, and says:—"These services appeal to what is best and most deeply rooted in the inmates, and there is no doubt but that considerable consolation is derived from them." Other efforts to introduce a measure of brightness into shadowed lives are numerous and constant. Dances are held during the cool weather. The New Year is welcomed with festivity. At Christmas (1906) an enjoyable garden party was held under the pines. Tennis, billiards, music, and cricket are provided, and well patronised. Concerts and entertainments are also frequently given by outside friends, and no effort spared to render them a complete success, though the manifest pleasure of the patients is their only reward.

WILLIAM LENNOX CLELAND, M.B., Colonial Surgeon and Resident Medical Officer at Parkside Lunatic Asylum, is a son of the late Mr. John Fullerton Cleland, who was formerly Registrar-General of Births, Marriages, and Deaths in South Australia. He was born at Hongkong on January 18, 1847. By the decease of his father he became the head of an old Ayrshire family—Clelands of Cleland—which is said to be related to the great Scottish patriots, William Wallace and Robert Bruce, and represents the twenty-second generation in direct descent. Dr. Cleland came to South Australia with his family as an infant, and received his early education by means of private tuition in Adelaide. He continued his studies at Berne, Switzerland, and afterwards at the University of Edinburgh. He took his degree of Bachelor of Medicine in 1876, and subsequently attended hospitals in London and Paris. Returning to South Australia he was appointed Resident Medical Officer of the Parkside Lunatic Asylum in December, 1878, and has held the position of Colonial Surgeon since 1896. Since it came under his charge, the great establishment at Parkside has grown to the dimensions of a considerable village, and, indeed, has a larger population than many South Australian towns. There are nearly

a thousand patients, male and female, to each one of whom "the doctor" is a personal friend. Relief from the strain inseparable from associations that are often painful and such inevitable responsibility is found by Dr. Cleland in the en-



Hammer & Co.,

Adelaide.

DR. WILLIAM LENNOX CLELAND.

couragement of native industries and the study of natural science. He owns ninety acres of vineyard, twenty-five acres of olives, and ten acres of almond plantations. These properties are partly situated at

Beaumont, where they include fifteen acres formerly owned by Sir Samuel Davenport, and at New Mecklenburg, near Tanunda. Dr. Cleland has also taken an active part in scientific work and especially in medical science. He has been a lecturer at the Adelaide University since 1886, was President of the South Australian Branch of the British Medical Association in 1890. President of the Royal Society of South Australia during the three years from 1898 to 1900, and President of the Section on Mental Science and Education at the Congress in 1901 of the Australasian Association for the Advancement of Science. He is still a member of the Royal and Medical Societies. In 1878 Dr. Cleland married Matilda Laudor, third daughter of the late John Hill Burton, LL.D., Historiographer-Royal of Scotland. One of his sons is Dr. John Burton Cleland, M.D., of the Sydney University, who was the first Australian to obtain the diploma of the Tropical School of Medicine, London, and received a scholarship in connection with the London Hospital for Cancer Research. Another son, Mr. Laudor Cleland, B.Sc., is a mining engineer, and served as a Sergeant in South Africa during the Boer war, and subsequently became a Lieutenant in the Commonwealth military forces.

THE DESTITUTE POOR.

The Asylum on Kintore Avenue, where those who have been stranded in life may find shelter and relief, is the lineal descendant, so to speak, of agencies that were

established in the earliest days of South Australia. Going back to that far-off time, it is easy to ascertain why the Government felt itself under obligations to care for the

indigent, and provide for those who were unable to maintain themselves. Every history of South Australia records one of the principles on which the colony was founded—the land was to be sold for cash, and the proceeds applied to emigration. One result is also commonly described—that land was purchased more rapidly than it could be utilized. Accordingly, labourers were sent out in larger numbers than what labour market there was could absorb, but, having been introduced into the new country, they could not be left to starve.

Temporary provision had to be made for the immigrants and their families until they were able to provide for themselves, and the administration of the relief thus afforded was under the control of the Emigration Board. This arrangement continued until 1842, when the situation had so improved that a proclamation was issued by the Government, announcing that no further relief would be granted to able-bodied persons declaring themselves to be destitute. There were, however, quite a number of dependents on the Government who could not be so described, and whom it was impossible to cast off. Women with families, orphan children, and heads of families incapacitated by sickness claimed and received consideration. To meet their necessities while the administrative body which had dealt with all applicants was abolished, the services of an official to relieve cases of unpreventable destitution had to be retained.

The initial conditions, and the course of subsequent events, clearly show that the Government of South Australia had no other alternative than to provide for the destitute, however carefully it might seek to discriminate between the deserving and the undeserving. Modifications in management have taken place, but in the basis of the present system the original principle survives. "Immigration Square," where relief was distributed at first, was situated not far from the corner of West Terrace and North Terrace, Adelaide. The erection in that case was of a temporary character, and the State has never gone to the expense of building what would be suitable for the purpose. The present premises were otherwise occupied at first, and since their use as an asylum the buildings have been added to and adapted under the pressure of necessity from time to time. Their unsuitability is confessed, but an erection of adequate capacity and on modern lines is not yet considered practicable.

Many alterations and improvements have been made both in construction and management. Internally, the institution is divided into four distinct divisions, of which the male inmates occupy two, the females one, and the fourth is the lying-in department. Entrance is obtained through a suite of offices, and a room attached to the men's infirmary is set apart for the exclusive use of Roman Catholics. A female nurse, who has assistance when required, is in charge of patients, under the control of the matron, and subordinate to direction from

the medical officer. A special diet is arranged for infirmary patients, and the doctor orders whatever he thinks their condition requires.

The earliest legislation dealing with destitute persons was in the form of an ordinance passed by the Legislative Council in 1842, entitled "An Act to provide for the maintenance and relief of deserted wives and children and other destitute persons, and to make the property of husbands and relations to whose assistance they have a natural claim, in certain circumstances available for their support." The further and amending legislation has been as follows:—"An Act for the Regulation of the Asylum for the Destitute Poor, and Other Purposes," passed in 1863; "The Destitute Persons' Relief Act," of 1866; "The Destitute Persons' Relief and Industrial and Reformatory Schools Act," of 1872; "The Destitute Persons Act," of 1881; and "The Destitute Persons Act Amendment Act," of 1886. Manifestly, the Legislature has not been unmindful of the poor. The Act of 1872 was specially serviceable, because of its facilities for inaugurating the boarding-out system. The Act of 1886 was still more valuable, for it inaugurated a new method of dealing with the children of the State under a separate department, while, at the same time, it settled other vexed questions which had caused a considerable amount of friction.

The institution is under the management of a Board, with a Chairman, who is the chief officer. The staff includes a superintendent and accountant, medical officer, several visiting officers, storekeeper, matron, etc. The first Chairman of the Board under the Act by which it was constituted was Mr. Thomas S. Reed, who retired for some time, during which period Mr. J. M. Solomon held the position. Mr. Reed afterwards had a second term of office, and on July 1, 1904, Mr. Thomas H. Atkinson, the present Chairman, was appointed.

The operations of the Department are not limited either to the Adelaide establishment or its inmates. There are representative officers in the country districts at Koorunga, Mount Gambier, Port Augusta, Moonta, Wallaroo, Port Pirie, and Petersburg. Outdoor relief is granted in necessitous cases in the form of rations, as well as in other ways. A ration consists of 3½ lb. meat, 4 loaves bread, 14 oz. sugar, 14 oz. rice, 3½ oz. tea, 1½ oz. salt, 7 oz. soap, and is supposed to be a weekly allowance for an adult.

During the year 1905-6 the admissions were 251, there were 80 deaths, and the number of persons in the Asylum on June 30, 1906, was 419. The principle that relatives should assist in the support of aged and indigent persons, who have a natural claim on them, is acted upon as far as possible, and the amount so received was £750 0s. 10d. A comparatively trifling sum was also raised by the inmates' labour, the total being £215 8s. 1d. All boots and slippers required in the institution are made on the premises, and all necessary

repairs are effected. No clear conception can be made of the extent to which privation and suffering are lessened by this agency, but it is suggestive that the total number of persons relieved during the year was 4,281. There is a world of sadness and shame in the statistics of the lying-in department, which had a total of 46 admissions, only 2 of them being married women. The wise stipulation is made that single girls who enter this department agree to remain for six months, so that full control of the mother and child is retained for that time.

Miscellaneous relief is granted, and expense in-

curred in the transport of sick destitute persons to and from various hospitals, interments, medical comforts, board and lodging of patients while awaiting removal to hospital, nursing, midwifery, etc., and the number of persons so assisted was 632. The total expenditure of the Department for the year ending June 30, 1906, was £19,969 9s. 7d., of which £8,679 was in the country districts. Much kindly interest is taken in the aged and feeble inmates of the Asylum, and there are constant efforts to brighten their lot by religious services, concerts, entertainments, gifts of flowers, etc.

THE CHILDREN OF THE STATE.

The State Children's Department, as it exists at present, is the growth of much unwearied service in the interests of young people, extending over many years. Its story has recently been told in a volume of over 100 pages by a talented lady, who has taken an active part in the work as a tribute to another lady who initiated the plan and aided to carry it out. In this little book the author, Miss Spence, claims that South Australia led the way, and set an example which has been copied in other lands, the initial impulse being given by Miss C. E. Clark.

At an early date in the history of the colony special care for children and young people became imperative, for consignments of orphans were sent out from the old country, especially in consequence of the famine in Ireland. As many as 219 orphan girls arrived in a single vessel. A Children's Apprenticeship Board was constituted, to provide for them protection and advancement in life, and also for other poor children maintained at the public expense. This Board continued operations until 1867, but was known as the Destitute Board.

Early in 1866 it was proposed to enlarge the Destitute Asylum by the expenditure of two or three thousand pounds, and at this juncture Miss Clark, through the public press, urged the desirability of removing the children of the State from the unprofitable and unsuitable surroundings of that establishment by adopting the boarding-out system. Strong support was found for this proposal, the additions to the Asylum were not made, and the children were removed to a disused hotel, the Grace Darling, at Brighton. A Boarding-out Society was formed, and the system was inaugurated in 1872. There were numerous difficulties to be overcome, but the group of ladies who had taken the subject to heart were able, intelligent, and enthusiastic. Foremost in the group of earnest workers, who were neither daunted nor defeated, were Miss Clark, Miss Spence, Lady Colton, and Lady Davenport. For fourteen years the Boarding-out Society continued its useful work, gathering information, and effecting improvements in its system, which afterwards bore fruit. During this time Reformatories for both boys and girls had been established, but with them and their management the Board-

ing-out Society had nothing to do; its function was that of an auxiliary to the Destitute Board.

A number of complaints having arisen as to the administration of the Destitute Department, a Commission was appointed in 1883, with Sir Samuel Way as Chairman. This Commission presented its report in October, 1885, and recommended, *inter alia*, as follows with regard to the children of the State:—1. Absolute separation from the Destitute Board. 2. Formation of a Board of men and women to deal with children, with full powers. 3. Boarding-out to be the normal condition for placing out children; adoption to be only where there is every guarantee for education and every probability that this is offered from affection, and not for the sake of work. Other recommendations dealt with reformatories, including the education and classification of children in them; the control of State children up to the age of eighteen; the establishment of Children's Courts of Justice; and Roman Catholic children.

Pursuant to these recommendations, an Act of Parliament was passed, and a State Children's Council constituted, composed mainly of members of the old Boarding-out Society, the majority being ladies. That Society had reported on 623 children placed out in the world, and had enlisted the services of 123 visitors, through whom it maintained its policy of maintaining an oversight of its work. The first President of the Council was Dr. Stirling. The new Council had enlarged powers, and therewith increased difficulties. One of the first and worst was a difference of opinion with the Government as to accommodation for the reformatory boys and girls, and some other matters, which led to all the members of the Council then in the State, with one exception, sending in their resignations. For three weeks there was no Council, but then the Government wisely yielded the main point at issue, and all the members came back to their posts, save the President and another gentleman. Mr. H. W. Thompson was elected President as successor to Dr. Stirling, and the work went on. Mr. Thomas Rhodes succeeded Mr. Thompson in May, 1903, and accordingly has held his present unsalaried office for fourteen years. In the introductory chapter of her book Miss Spence says: "What distin-

guishes work for children in Australia is that it is national, and not philanthropic." Her meaning is that the funds are supplied from the public exchequer, instead of by private contributions; but when the large number of ladies and gentlemen who give their time to attending monthly or fortnightly meetings, and executing detail work also, is considered, the philanthropic basis and agency are both apparent and impressive.

The scope of the Department is comprehensive. Its aim is to provide for the waifs and strays, who may properly be called children of the State. Wherever possible, it fastens responsibility on parents, and does not sunder natural ties. It cares for juvenile offenders, and seeks to prevent the development of criminality in them. Children's Courts of Justice are held in a room at the head office of the Department in Flinders Street, Adelaide, but as these are described elsewhere in this work, it will be sufficient to say here that the demoralizing influences and surroundings of a police court are thereby avoided, and contamination by hardened criminals cannot take place.

The administration staff at the central office consists of a Secretary (Mr. James Gray), three inspectors, accountant, inquiry officer, six clerks, matron, two attendants, and a lady inspector of licensed foster mothers. The medical officer is Dr. B. H. Morris. The following may be regarded as branch establishments (the statistics apply to the year ending June 30, 1906):—

Protestant Girls' Reformatory, Redruth.—The premises were originally constructed for a gaol, but there having been no inmates other than officials for a considerable time, they were placed at the services of the department. They are not attractive in appearance, charming in their surroundings, nor perfect in their adaptation, but they possess the special advantage of being difficult to abscond from, being 100 miles from Adelaide, and hence are preferable to the former locality at Edwardstown. The inmates do all the work of the institution, including chopping wood, digging in the garden, milking the cows, laundry work, etc. Their conduct is, on the whole, satisfactory. Admissions, 38 (including four re-admissions); discharges, 19; remaining inmates, 19. The Reformatory is under the control of the Matron (Mrs. Holden), with a sub-matron and two wardswomen.

Roman Catholic Reformatory, Kapunda.—This establishment is under the management of the Sisters of St. Joseph, and is for girls of the Roman Catholic faith only. The Department pays a capitation grant of 10s. per week. Inmates, June 30, 1906, 19.

Protestant Boys' Reformatory, Magill.—The staff consists of the Superintendent (Mr. J. F. Batten), a teacher, two assistants, three gardeners, and cook. In addition to the ordinary subjects of education, the boys are trained to become farmers and gardeners, to understand the management of horses, cattle, and poultry,

the design being to render their services more valuable to the farmers with whom they are usually placed.

Roman Catholic Boys' Reformatory, Brooklyn Park.—This institution, pleasantly situated west of Adelaide, about halfway to the sea, is under the care of the Rev. Father Healy. The boys are trained in agriculture, fruit-growing, etc., besides receiving ordinary education. The Department pays a capitation grant of 7s. 6d. per week. Inmates, June 30, 1906, 29.

Probationary School for Girls, Beaumont.—This institution is for the training of girls of an intermediate class, and is managed by the Salvation Army. The Department pays a capitation grant of 7s. 6d. per week. Inmates, June 30, 1906, 26.

Probationary School for Boys, Mount Barker.—Situated in the hills, away from the influences of city life, this institution is admirably adapted for its purpose, which is to deal with boys of the intermediate class, and, like the girls' school at Beaumont, is managed by the Salvation Army. Inmates, June 30, 1906, 31.

Industrial School, Edwardstown.—The premises were planned and built for the Girls' Reformatory, which was transferred to Redruth. The staff consists of a Matron (Frances L. Sheppard), a sub-matron and needlewoman, teacher, five attendants, and a gardener. Admissions, 430 (including 276 re-admissions); discharges, 429; remaining on June 30, 1906, 47.

Methodist Home, Largs Bay.—This home was established by the Methodist Church, and opened in June, 1905, as an institution under the supervision of the Council. It is in charge of a matron, and has accommodation for 10 inmates.

Boarded-out Children.—Experience in the working of the boarding-out system confirms all that has been said as to its superiority over every other method of dealing with the children who are wards of the State. A feature that is essential to its success is the constant and vigilant watchfulness that is exercised in the selection of foster-mothers and over the welfare of the children. The number of the children thus cared for during the year ending June 30, 1906, was 1,040. The expenditure for supervision was £4,890, and the subsidies paid for the children £8,282.

Licensed Foster-Mothers.—Persons taking infants under two years old to nurse must be licensed by the State Children's Council. Licensed foster-mothers and the children in their care are under the supervision of the Department. The number of licences in force on June 30, 1906, was 225, and the number of children supervised during the year 131.

Licensed Lying-in Homes.—Persons keeping homes of this character must be licensed by the State Children's Council, and the penalty for a breach of the law is a £100 fine. The homes are subject to the inspection and control of the Department. The number of licences in force, June 30, 1906, was 135.

Treasurer and Attorney-General's Department.

From the establishment of responsible government, in the year 1856, until the Price Ministry, in 1905, in the official list of Ministries, the portfolio of Attorney-General was placed next in order to that of Chief Secretary. During that period of nearly half a century it was almost invariably held alone by the occupant of the office which the title indicates, but in later

years the Attorney-General has also been Minister of Industry or of Education. The reduction of the number of Ministers to four, however, under the Constitution Act Amendment Act of 1901, necessitated amalgamation of offices, and when the Price Ministry came into power the Hon. A. H. Peake was gazetted Treasurer and Attorney-General.

THE TREASURY.

TREASURER,	FROM.	TO.
Robert Richard Torrens	Oct. 24, 1856	Aug. 21, 1857
John Hart	Aug. 21, 1857	Sept. 1, 1857
	Sept. 30, 1857	June 12, 1858
	July 15, 1863	Mar. 22, 1865
	May 30, 1870	Nov. 10, 1871
John Bristowe Hughes	Sept. 1, 1857	Sept. 30, 1857
Boyle Travers Finnis	June 12, 1858	May 9, 1860
Thomas Reynolds	May 9, 1860	Oct. 8, 1861
	Oct. 17, 1861	Feb. 19, 1862
	Mar. 22, 1865	Sept. 20, 1865
	May 3, 1867	Sept. 24, 1868
	Oct. 13, 1868	Nov. 3, 1868
Arthur Blyth	Oct. 8, 1861	Oct. 17, 1861
	Feb. 19, 1862	July 4, 1863
	Sept. 20, 1865	Oct. 23, 1865
	Nov. 10, 1871	Jan. 22, 1872
	Mar. 25, 1876	June 6, 1876
Lavington (Hyde)	July 4, 1863	July 15, 1863
	July 22, 1873	May 25, 1875
	June 24, 1881	April 23, 1884
Walter Duffield	Oct. 23, 1865	May 3, 1867
Neville Blyth	Sept. 24, 1868	Oct. 13, 1868
Henry Kent Hughes	Nov. 3, 1868	May 12, 1870
	Jan. 22, 1872	Mar. 4, 1872
Edward A. Hamilton	May 12, 1870	May 30, 1870
John Henry Barrow	Mar. 4, 1872	July 22, 1873
George Charles Hawker	May 25, 1875	June 3, 1875
John Colton	June 3, 1875	Mar. 25, 1876
Robert Dalrymple Ross	June 6, 1876	Oct. 26, 1877
James Penn Boucaut	Oct. 26, 1877	Sept. 27, 1878
Charles Mann	Sept. 27, 1878	Mar. 10, 1881
George Stewart Fowler	Mar. 10, 1881	May 10, 1881
William Benjamin Rousevell	May 10, 1881	June 24, 1881
	June 16, 1884	June 16, 1885
	Jan. 6, 1892	June 21, 1892
	Oct. 15, 1892	May 12, 1893
John Cox Bray	April 23, 1884	June 16, 1884
	June 8, 1886	June 11, 1887
Simpson Newland	June 16, 1885	June 8, 1886
Thomas Playford	June 11, 1887	June 27, 1889
	Aug. 19, 1890	Jan. 6, 1892
	June 16, 1893	April 17, 1894
Frederick William Holder	June 27, 1889	Aug. 19, 1890
	June 21, 1892	Oct. 15, 1892
	April 17, 1894	Nov. 30, 1899
	Dec. 8, 1899	May 15, 1901
Sir J. W. Downer	May 12, 1893	June 16, 1893
Vaiben Louis Solomon	Dec. 1, 1899	Dec. 7, 1899
Richard Butler	May 15, 1901	July 26, 1905
Archibald Henry Peake	July 26, 1905	—

This Department has the control of the finances of the State, including the management of the Public Debt, and the raising of loans connected therewith. The revenues collected by Government Departments are paid into the Treasury, whilst the expenditure of the Service is

met by means of cheques styled Imprest Orders, drawn on it by the various Departments.

The preparation of the annual Estimates and Balance-sheet, as well as the financial statements in connection with the Budget, is undertaken by this Department. It also collects the revenue derivable from annual licences issued under the following Acts, viz., the Licensed Victuallers Acts, the Appraisers Acts, Act to Regulate Sales by Auction, Railway Refreshment Rooms Act, Oyster Fishery Act, the Pawnbrokers Act, Banks and Companies Act, Licensed Hawkers Act, etc.

The Treasury is the medium of communication between the Government and the following institutions, viz.: The Associated Banks, the Savings Bank, the State Bank, and the Chamber of Commerce.

The payments to pensioners of the Imperial Government are made through this office.

The Under-Treasurer is Mr. Thomas Gill, I.S.O., who is also Registrar of Inscribed Stock and Public Debt Commissioner.

The sub-departments under the control of the Treasurer are: The Land and Income Department, the Stamp Duty Department, and the office in London of the Agent-General for South Australia. The principal officers of these are the Commissioner of Taxes and Stamps, Mr. J. G. Russell, I.S.O.; the Deputy Commissioner of Taxes and Stamps, Mr. Arthur Searcy, J.P.; and the Agent-General, Hon. J. G. Jenkins, J.P. The offices of the Agent-General are situated in a central position in the City of London. The address is Threadneedle House, 28, Bishopsgate Street Within, E.C. The detailed work connected with the inscription of stock issued to holders registered in London is there carried out by the office staff. Mr. J. B. Whiting is the Agent-General's Secretary, and also the Registrar of Stock.

The payment to holders of South Australian securities of the interest on bonds and inscribed stock on the due dates each half-year is undertaken by the Bank of Adelaide for bonds and coupons, and by Messrs. Glyn, Mills, & Co. for inscribed stock interest warrants. The undermentioned gentlemen have, in succession, held the position of Agent-General for South Australia, viz.: Gregory S. Walters, Francis S. Dutton, C.M.G., Sir

Arthur Blyth, K.C.M.G., Sir John C. Bray, K.C.M.G., Hon. Thomas Playford, J.P., Sir John A. Cockburn, K.C.M.G., H. Allerdale Grainger, J.P., Hon. John G. Jenkins, J.P.

The importance of the Treasury as a branch of the Public Service is suggested by the foregoing statement of its functions. To control the finances of the State, receive the revenues which are collected by the several Departments, and manage the expenditure of various kinds necessarily involve heavy responsibility. The magnitude of the interests with the guardianship of which the Treasury is charged is indicated in some measure by the figures incorporated with the Treasurer's Annual Budget speech, and other financial statements which he presents to Parliament. The estimated revenue for the year ending June 30, 1907, was £2,796,220, made up as follows:— Ordinary, £2,103,219, including: Taxation, £419,426; receipts from public works and services, £1,594,246; and other receipts, £89,547; Territorial, £201,001; and Commonwealth, £402,000. The estimated expenditure was £2,794,262, leaving the Treasurer with an estimated

modest surplus of £1,958. Before these lines are printed it will be seen how far these anticipations have been realized, but for the present purpose later figures are unnecessary, the object being to show in general terms the place the Treasury fills in the service of the State.

The impression produced by a study of the gross amounts of income and expenditure is likely to be deepened when the figures relating to the public debt are taken into consideration. An annual statement prepared by Mr. Thomas Gill, I.S.O., Under-Treasurer, shows the date, amount, and, in most cases, the conditions of every loan that has been negotiated, from the time when £150,000 was borrowed in 1853, to construct the City and Port Railway, to the latest issue of Treasury Bills or Inscribed Stock for public purposes. The totals of the several columns are impressive. During the year 1906-7 provision had to be made for redeeming £1,478,000 of the principal, and the payment of £1,101,461 as interest. The securities redeemable after July 1, 1907, representing the public liabilities, were £28,560,435. These figures are sufficiently imposing without further explanation.

LAND AND INCOME TAX.

The Taxation Department is not by any means the most popular branch of the Civil Service, but it is one which touches a large section of the community in what is commonly a most sensitive part of the human organism—the pocket. The system by which direct taxation is levied and collected has now been in operation for upwards of twenty years, and however taxpayers may begrudge their contributions to the public exchequer, there is no complaint against the methods that are employed. Every person whose annual income is more than an amount fixed by Parliament—usually £150—is required to furnish himself with a printed form containing several schedules, fill in the particulars relating to himself, and forward it to the office. In due time he is informed of his assessment, and notified that payment must be made by a given date. Every facility is afforded to those who have to obtain the forms, but no official goes from house to house distributing them, nor does any collector call for payment. Thus the expense of collecting is minimized, and evasion or neglect is discouraged by fines and penalties. Assistance is freely given to persons who have a difficulty in making up their annual returns, and in various ways vigilant watchfulness is exercised against the indulgence of a tendency inherent in human nature to escape financial obligations or reduce their amount. On the whole, it may fairly be claimed that the machinery of the office is efficient, and does its work both smartly and well. The Hon. J. G. Russell, I.S.O., is the Commissioner of Taxes, and has held that position since the Department was organized in 1884. Mr. Arthur Searcy, the Deputy-Commissioner, was appointed to that

office in January, 1896. The other principal officers are: Chief Clerk and Receiver of Revenue, Mr. Richard W. Smith, appointed in February, 1885; Revenue Recovery Officer and Assessor, Mr. B. Solomon, appointed in July, 1900; Accountant, Mr. Arthur M. Berry, appointed in December, 1886; First Income Clerk, Mr. Henry R. Fenton, appointed in July, 1900; and Revenue Audit Clerk, Mr. Jacob A. Smith, appointed in December, 1886.

A study of the returns issued by Mr. Searcy, the Deputy-Commissioner of Taxes, may yield a large amount of curious and valuable information, interesting in itself, but still more so because it illustrates certain aspects of national life. The following brief summary of receipts from income tax in 1905-6 is suggestive:—

Amount of tax paid under personal exertion	...	...	£49,445	6	7
Amount of tax paid under property	...	...	21,819	1	3
Amount of tax paid under firms	...	...	2,660	2	6
Amount of tax paid under companies	...	...	32,169	7	4
Amount of tax paid under trusts	...	...	4,847	13	0
			£110,951	10	8
Adjustments	...	...	48	15	9
Total tax assessed to June 30, 1906	...	...	£111,000	6	5

The total number of taxpayers after deducting duplicate assessments in 1905-6 was 11,862. The number who paid under "personal exertion" was 9,789, under "property" 2,685, "firms" were 124, "companies" 224, and "trusts" 256. The number of accounts, therefore,

was 13,078, from which a deduction of 1,216 was made for duplicate assessments. Of the £111,000 raised by this form of taxation, £49,677 2s. 10d. was paid by firms, companies, and trusts—more than a third of the whole; £21,819 1s. 3d. under assessment on income from property; and £49,455 6s. 7d. under personal exertion. These figures indicate in some measure, if not the sources of wealth, at least the channels through which it flows, and a further analysis of the classification of taxpayers affords some intimation of its distribution. South Australia has often been referred to as a country in which the average standard of comfort is relatively high. In aggregate wealth it is not equal to some other States of the Commonwealth, and in the proportion of wealth per inhabitant it is relatively low. It should be remembered, however, that South Australians are largely interested in some of the adjoining States—the silver mines of New South Wales, and the gold mines of Queensland and Western Australia, for example, which probably makes the balance fairly even. Observation teaches that there are comparatively few of the very rich, and that the pro-

portion is small of the very poor, the great majority of the people being possessed of moderate means, and in the financial position of the wise man, who said, "Give me neither poverty nor riches." The impression that such is the case is confirmed by the income-tax returns. Of the 9,789 persons whose incomes from personal exertion were subject to assessment there were only 339 whose incomes were over £1,000, and only 101 with incomes of over £2,200 from that source. At the other end of the scale there were 7,455 who paid taxes on from £1 to £200, and of these 3,613 on £1 to £50. The property column is even more suggestive. There, if anywhere, the congestion of wealth in few hands would be shown if it existed, but of the 2,685 persons subject to taxation on income from property, only 100 paid on £1,000 and upwards, and only 24 on more than £2,200. Considerably more than half the total number—to be exact, 1,602—paid on assessments of £1 to £100, and four-fifths of that moiety—1,128—on from £1 to £50. The number of small property-holders may be regarded as proportionately very large.

THOMAS GILL, I.S.O. Under Treasurer of South Australia since May 1, 1884, Controller of Pensions, Treasury Officer of the Commonwealth of Australia in South Australia, Public Debt Commissioner, Executive Officer of the Public Service Superannuation Board, member of the Supply and Tender Board and of the Municipal Tramways Trust, was born on February 23, 1849, at Glen Osmond, near Adelaide, his father having settled in that locality. Mr. Thomas Gill, senior, was a native of Devonshire, and first came to Australia in 1833. In 1839 he joined the Survey Department in Western Australia, and until 1844 was engaged in surveying the country between Albany and Perth. He removed to Adelaide in October, 1844, and shortly after his arrival was placed in charge of the Great South-Eastern Road, between Glen Osmond and Crafers. He visited the Victorian gold-fields in 1850, but having contracted an illness was obliged to return at once. He died at Glen Osmond on January 1, 1903, aged 87 years. Mr. Thomas Gill the younger entered the Civil Service in 1865, in the Volunteer Staff Office, and afterwards served in the Destitute Board, Audit, and Treasury Departments. For two years he was Bonded-Debt Clerk in the office of the Agent-General in London. He then returned to South Australia, and re-entered the Audit Office in 1881; from there he

went to the Treasury, and filled the office of Accountant and other positions so satisfactorily that he was appointed Under Treasurer in 1894. He has held the offices of Secretary and Hon. Treasurer to the Public Service Association, has been Hon. Treasurer of the local branch of the Royal Geographical Society since 1885, and a Governor of the Public Library, Art Gallery, and Museum since 1896. "Mr. Gill is courteous and urbane, and is esteemed throughout the Service for his quiet and unassuming manner" (*Public Service Review*). When he received the honour of Companion of the Imperial Service Order, it was recognized on all hands to be well deserved. Mr. Gill has always taken much interest in the locality where he was born and has spent most of his life. When the foundations of the Glen Osmond Institute had to be dug, he was one of the ten "quilldrivers" who challenged five quarrymen to a digging match. Though the wielders of the pen were plucky, they were out-classed at the unaccustomed work, but the trenches were excavated nevertheless. He afterwards became Librarian and Secretary of the Institute for many years, and is one of its trustees. At the request of its Committee he wrote a history of Glen Osmond in 1905, which is a complete and interesting record of persons and events. Mr. Gill has an unrivalled acquaintance with South Australian

antiquities and literature, and possesses a very fine library of Australian publications, including many rare historic works. In 1886 he published a Bibliography of South Australia, and in 1902 a Bibliography of the Northern Territory. In 1876 Mr. Gill married Louisa Jane, daughter of Mr. John Bristow, of Port Wakefield, and has a family of two sons and three daughters. His residence is "Willalar," Woodley Road, Glen Osmond.

ARTHUR SEARCY, the Deputy Commissioner of Taxes and Stamps, who is also President of the Marine Board of South Australia, Commissioner of Trade Marks, and Registrar of Copyrights, has had a wide and varied experience of official life in the public service. He is a native of South Australia, having been born at Mount Barker on January 6, 1852, and is the third son of the late Mr. William Searcy, who came to the colony in its early days, joined the Police Force, and eventually rose to the responsible position of Chief Inspector in this Department. At the time of his birth, Mount Barker was on one of the main routes chosen by parties who travelled overland to the Victorian goldfields, but the roads through the hills were still unmade, and in their recesses were many hiding-places for cattle-stealers. At the close of his school life young Searcy obtained a position in a solicitor's office, and after six years of

legal and mercantile experience obtained an appointment in the Customs Department of the Civil Service at the age of twenty-two. In that Department he passed through the various grades of tide-waiter, locker, landing-waiter, sub-collector, tide-inspector, correspondence clerk, and



Hammer & Co., Adelaide.
MR. ARTHUR SEARCY.

secretary. His first appointment was in 1873, but he was transferred to the Audit Office in 1875, returning to the Customs in the following year. He was then appointed Secretary of the Marine Board; from its office he was transferred to that of Clerk-Assistant in the House of Assembly. His appointment as Acting-Deputy Commissioner of Taxes and Stamps was gazetted in 1901, and five years afterwards he was promoted to the position of Deputy Commissioner, which he still retains. Meantime, in 1902, Mr. Searcy had been appointed President of the Marine Board; also Commissioner of Trade Marks and Registrar of Copyrights in 1904. Mr. Searcy owes much of his progress in the Public Service to the interest he has taken in the work placed in his charge. His comprehensive acquaintance with it was evidenced by the "Customs Handbook" which he

published in 1889, and "The Marine Board Handbook" which followed in 1894, both of them being described as exceedingly useful publications. To this part of his life may also be attributed his choice of yachting as a recreation, and his membership of the Royal Yacht Squadron. His long experience in the Customs and Marine as Secretary in those Departments, and intimate acquaintance with shipping and mercantile affairs, peculiarly qualified him for the Presidency of the Taxation Office. Mr. Searcy is gifted with a genial temperament, and it has greatly aided him in the trying and difficult position which the establishment of a new system of taxation involved. He has been able to fulfil his duty to the country without losing his personal popularity. The esteem in which he is held by his colleagues in the Civil Service was testified by his being elected President of the Public Service Association in 1903. Mr. Searcy married, in 1871, Emily Louisa, eldest daughter of the late Mr. Arthur Payne, a respected pioneer colonist, whose name survives in the pleasant suburban town of Payneham, and he has a family of seven sons and seven daughters.

RICHARD WILLIAM SMITH, Chief Clerk and Receiver, Taxation Department, Adelaide, was born near Felixstowe, on the River Torrens, on May 4, 1853, being the second son of the late Mr. Richard Smith, a native of Borough Bridge, in Yorkshire, who arrived in the colony in the ship "Somersetshire" in June, 1839. Mr. Richard Smith's future wife, Miss Susannah Dawson, born in Kent, came to Adelaide with her parents in the same year by the ship "Hooghly," and the couple were married in the year 1843. Mr. Richard Smith was engaged in stock-dealing and pastoral pursuits until the disastrous drought of 1864-5, when, like many others, he suffered severe financial losses. The subject of this sketch was first educated at Mr. Nesbit's private school at Angaston, and subsequent-

ly under Dean Russell, Mr. T. Caterer, and the late Mr. John L. Young. After obtaining a good deal of "colonial experience" in the bush Mr. Smith found employment in the office of the late Captain William Howes, the principal of an American mercantile house in Currie Street, and remained in his employ for about a couple of years. In May, 1875, he entered the Railway Department as locomotive accountant. At that time the late Mr. J. H. Clarke was Superintendent, and latterly Mr. Thow (now of the New South Wales Railway Department) was locomotive engineer. On the establishment of the Taxation Department in 1885 Mr. Smith was appointed Receiver and Accountant, and a few years ago the title of his office was altered to that of Chief Clerk and Receiver. From the initiation of the Department Mr. Smith has acted as Deputy Commissioner during the temporary absence of that officer. In the year 1883



Hammer & Co., Adelaide.
MR. RICHARD WILLIAM SMITH.

Mr. Smith espoused Hannah, second daughter of the late Mr. John Owen, grazier, River Darling, New South Wales, and has one daughter and two sons.

THE STATE BANK OF SOUTH AUSTRALIA.

Although this institution is not under the control of the Treasurer, the nature of its operations is such as to justify reference to it in this place. Without being a Government Department it is a part of the public service, established by Act of Parliament, and under the supervision of Government. The Commissioner of Audit

in his latest report analyzes its accounts, shows how he has checked the statements in its balance-sheet, points out in what manner the issue of Treasury Bills by the Government and of mortgage bonds by the State Bank has a tendency to cause competition, and suggests a remedy, which, however, would necessitate an alteration in

the State Bank Act. The Commissioner's report supplies particulars other than those included in the balance-sheet and statement of assets and liabilities. Among these is a table of the progress of the Bank from the commencement, showing that its earnings during the ten years and two months of its existence, up to March 31, 1906, had been £219,056 0s. 10d.; its expenditure, £197,071 13s. 10d.; the total profit being £21,984 7s.

The State Bank was established under "The State Advances Act, 1895," and the chief objects of that measure, as specified therein, were to provide:—

1. For the establishment of a State Bank for the purposes of this Act.
2. For State guarantees for the payment of all mortgage bonds issued under this Act.
3. For the raising by mortgage bonds of a State Advances Fund, to be placed at the disposal of the Bank for State advances.
4. For the making of State advances out of the State Advances Fund, to farmers and other producers, to local authorities, and in aid of industries, at reasonable rates on convenient terms, and on proper securities.



Photo by H. Krischock.

STATE BANK, PIRIE STREET, ADELAIDE.

By the State Advances Amendment Act of 1896 the Bank was empowered to make advances to persons other than producers who were possessed of the necessary securities as specified in the principal Act.

The Bank is managed by a Board, approved by the Governor, consisting of five Trustees, and the chief executive officer is the Inspector-General.

The present Board consists of:—George Inglis (Chairman), George Fuller, Alfred Muller Simpson, Harry D. Gell, Edward William Krichauff.

The Inspector-General is George Spiller Wright, and the Accountant, Michael Francis McNamara.

The funds for the purposes of State advances are raised by the issue of mortgage bonds, the repayment of which, with interest, is guaranteed by the Government. The bonds carry interest at the rate of not exceeding 4 per cent. per annum, payable half-yearly,

and are liable to redemption by the Bank, by ballot, after a currency of five years. The Bank has also the power to repurchase mortgage bonds at their market value.

Advances are made up to the extent of three-fifths of the value in the case of a freehold, and one-half the selling value in the case of a Crown leasehold, repayable with interest by equal half-yearly instalments, from one to forty-two years. Where the security consists of country freehold lands, advances are made, if required, for as long a period as forty-two years; but in the case of town lands, where buildings form a considerable portion of the security, the loans are made for shorter periods, ranging from ten to twenty years. The Bank prepares mortgages free of charge.

The Bank has borrowed money upon security of its

mortgage bonds at from $3\frac{1}{2}$ to 4 per cent. interest, and has lent at one uniform rate of $4\frac{1}{2}$ per cent. The profit upon the 11 years' operations, after writing off the realized losses (£586 0s. 6d.), amounts to £25,582 14s. 8d. The Bank has no foreclosed properties on its hands, and has not had to exercise its power of sale in more than fifteen cases.

On "broad acres," where only a small portion of the security consists of buildings, borrowers have been

allowed the maximum term under the Act, viz., 42 years, the rate being £5 6s. 6d. per cent. On house property, where the buildings are modern, the term, as a rule, is 20 years, the rate being £7 12s. 8d. per cent., but on buildings not of modern design, shorter terms, not exceeding 10 years, only have been allowed, upon which term (10 years) the rate is £12 10s. 8d. per cent., to secure rapid repayments.

The operations of the Bank have been highly appreciated by borrowers because of the long terms of repayments, uniform rate of interest, and facilities given for repayment of the whole or any portion of advances at any time, and also because it relieves them from the usual agency commission and charges for securing loans and fees for preparation of mortgages. as well as for renewal commissions where they are not

able to pay the principal on expiration of their mortgages.

The following statement of the operations of the State Bank of South Australia, from its inception, February, 1896, to March 31, 1907, will be read with interest:—

MORTGAGE BONDS.

Mortgage bonds sold, bearing interest at	
3½ and 4 per cent.	£1,083,150
Redeemed	490,550
Current	£592,600

STATE ADVANCES.

Total number of advances made	4,717
Total number of advances entirely paid off	1,576

Number of advances now current	3,141
Total amount advanced	£1,109,362 6 0
Total amount of advances entirely paid off	352,354 10 9

Total advanced on mortgages now current	£757,007 15 3
Reduction of advances by half-yearly instalments	143,276 19 10

Advances current	£613,730 15 5
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The advances have been made as follow:—

Town freehold lands	£397,875 17 3
Country freehold lands	593,250 16 7
Country Crown leasehold lands	103,565 12 2
Local authorities (<i>i.e.</i> , corporate bodies)	12,920 0 0
Rural industries (creameries and butter factories)	1,750 0 0
	£1,109,362 6 0

INSTALMENTS UNDER SECTIONS 54 AND 55.

Total amount accrued by instalments for reduction of principal	£184,001 17 10
Paid	172,400 11 9

In arrear	£11,601 6 1
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The reason why £11,601 6s. 1d. of the amount of principal that has fallen due under mortgages is unpaid, is that many applicants elected to take loans for short terms (five, eight, and ten years), which made the amounts accruing due for principal more than in all cases they were able to meet in full.

Total amount accrued by instalments for interest	£221,785 2 5
Paid	220,786 17 11

In arrear	£998 4 6
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GEORGE SPELLER WRIGHT, Inspector-General of the State Bank of South Australia, was born in the Central State in January, 1845, his parents having been among the very earliest colonists, arriving in 1838. At the close of his schooldays, in

was re-transferred to the Chief Secretary's Department, and became Receiver of Revenue in the Treasury in 1872. During the succeeding ten years he filled the positions of Secretary to the Marine Board (1874), Chief Clerk in the Chief Secretary's Department (1877), Acting-Under-Secretary, Acting Government Statist and Superintendent of Census (1880), two years later becoming Secretary of Crown Lands, and Inspector-General of Credit Lands, which position he resigned in 1906 to take up the duties of Inspector-General of the newly-formed State Bank of South Australia, a post he still retains. Mr. Wright married in 1867, Emma Elwin, only daughter of the late Mr. J. S. Olifent, and his family consists of two surviving sons and four daughters. Of the sons, the eldest, Arthur, is an engineer in the Mines Department, Perth; the second (Harley Beaumont), is attached to the analytical staff of the Boulder Perseverance mine at Kalgoorlie, West Australia. A third son (George Lytton), whose death occurred in March, 1906, at the age of twenty-six, was metallurgist and assayer at the Government Cyanide Works, Arltunga.

MICHAEL FRANCIS McNAMARA, accountant to the State Bank of South Australia, is a

native of South Australia, having been born in the capital city in 1863. He is a son of the late Mr. David McNamara, of the City of Adelaide, who came to the State in the fifties. Mr. M. F. McNamara was educated at the Catholic Grammar School,



Hammer & Co., Adelaide.

MR. GEORGE SPELLER WRIGHT.

September, 1863, Mr. G. S. Wright entered the Postal Department of the Public Service, being subsequently transferred to the Chief Secretary's office. He passed from here to the Crown Lands Department,



Hammer & Co., Adelaide.

MR. MICHAEL FRANCIS McNAMARA.

under the supervision of Mr. W. J. McBride, now an Inspector of Schools of South Australia. He entered the Public Service in 1882, having had four years' previous experience of commercial life. On Feb-

ruary 1, 1884, he was appointed accountant to the Survey Department, and upon the establishment of the State Bank in 1896 was selected to occupy a similar position in that institution. He opened the books for the bank, and prepared the tables and systems of book-keeping, under which the bank has carried on its operations ever since. When in the Survey Department most of the ac-

counts for payments for pastoral improvements in connection with the "1888" leases passed through his hands, as well as those for drainage works in the South-East, and for the destruction of vermin and rabbits. Mr. McNamara was appointed the first secretary on the establishment of the Public Service Provident Fund. He was the originator of the movement for the erection of the

statue in memory of John McDouall Stuart, the Australian explorer, which has been placed in Victoria Square, Adelaide. He is a licensed land broker under "The Real Property Act, 1866," and was appointed a Justice of the Peace in 1900. In 1888 Mr. McNamara married Amy, daughter of the late Mr. Robert Abel May, of Adelaide, and has one daughter.

THE SAVINGS BANK OF SOUTH AUSTRALIA.

Like the State Bank, the Savings Bank is established by Act of Parliament, in the interests of the community. It renders most valuable services to the public, without being a Government Department. Each of the two institutions is in some respects the counterpart of the other. The one facilitates production and the other encourages thrift. The utility of the State Bank is shown by the advances it has made, while that of the Savings Bank is seen in the deposits it has received and the accumulated funds of which it takes charge. The unshaken stability of the Savings Bank, from the commencement of its history, testifies alike to the solidity of its foundations and the efficiency of its management, while its uninterrupted growth strikingly reflects the prosperity of the colony and the high average of comfort enjoyed by the classes which furnish the largest proportion of its depositors. It is doubtful if any other community in the world has so large a percentage of its population who are able to put aside their savings in this way and have an equally high ratio as to the amount of their deposits. At the same time, it would be difficult, if not impossible, to name another institution charged with corresponding responsibilities for a similar period of time that has suffered so little financial loss from any cause whatever, and whose record is so free from fraud. The institution was established by an Ordinance of the Legislative Council on September 22, 1847. Trustees were then appointed, who prepared rules and regulations for the conduct of business. These having been approved by the Governor-in-Council, an office was opened in Gawler Place, Adelaide, on March 11, 1848, where deposits were received at certain hours on Saturdays, repayments being made on Wednesdays from 12 to 2. At first only one paid official—an accountant—was employed, and the trustees took turns in helping him with the clerical work. By the end of March forty-one accounts had been opened, and £419 12s. deposited, and at the end of December there were two hundred and fourteen depositors, with £5,313 9s. 2d. standing to their credit. Banking was a profitable business in those days, for by the end of 1848 the trustees had lent £3,100 on mortgage

at 10 per cent. They adopted the conservative policy, which has been adhered to ever since, of accepting only first-class securities, which is strikingly illustrated by their declining to lend £100 on half an acre with a two-story house on it on North Terrace. Early in 1849 the business was increasing so rapidly that better accommodation was required, and rooms were engaged in the Gresham Chambers, the site of which is now occupied by the Australian Mutual Provident Society's Buildings. These premises contained a fire-proof strong-room, which was of great advantage. This circumstance probably had its effect upon the trustees, as in June, 1849, an enterprising burglar had broken into the Gawler Place office, and carried off the iron chest containing the cash-box, with that evening's deposits, amounting to £55 16s. 6d. After that the cash-box was removed on Saturday evenings, under police escort, to the Bank of South Australia. The accommodation in Gresham Chambers having become too cramped, the land across the street was purchased in 1859 for £2,000. Premises were erected thereon which, with many enlargements and alterations, did duty for upwards of forty-five years. One of the most important developments of the business of the Bank took place in 1866, when a system of agencies, in conjunction with the telegraph offices, was inaugurated, the telegraph station-masters being appointed agents. The plan has worked exceedingly well, and Savings Bank facilities are now being enjoyed by depositors in no less than 163 of the country towns in the State. The onward progress of the Bank's business prior to the year 1904 created a demand for still more extensive accommodation, and the site of the present premises in Currie Street was secured, and a banking-hall and offices erected at a total cost of just under £50,000. The classic frontal design of the building is an acknowledged acquisition to the architecture of the city, and the internal arrangements are replete with all up-to-date conveniences, and are capable of extension in all departments. In 1903 a short Act was passed by Parliament, one of the sections of which retired the unpaid Board of Trustees, and provided for the appointment of a paid Board, to con-

sist of six members instead of twelve as formerly. It was also directed that the meetings of the Board of Trustees be held weekly instead of monthly, with the object principally of facilitating the investment of the funds of the Bank. For the purpose of furthering the Bank's usefulness and affording to country depositors in populous centres all the advantages enjoyed by depositors at the Adelaide office, the establishment of a system of Local or Branch Offices was recently decided upon by the Trustees. In pursuance of this policy buildings have been erected at Port Adelaide, Port Pirie, and Mount Gambier, and the volume of business transacted at these

centres has been so satisfactory that the Trustees are contemplating the immediate extension of the system to others of the principal towns of the State. Having the encouragement of thrift for its main purpose, the Savings Bank has a kind of semi-philanthropic basis, and thus has been able to secure the gratuitous services of many able business men and financiers for long periods. Several members of the Board of Trustees have held that position for upwards of twenty years, and among the Chairmen may be enumerated men whom all

South Australia delights to honour. Their management has been so successful that, in the worst times of financial panic, the Savings Bank has not been affected. As only a very small amount has been lost through the realization of foreclosed mortgages, and only five cases of forgery have occurred during the Bank's existence, the confidence thus manifested is seen to be fully deserved. The care and economy of management are also shown by the reduction of expenses from 12s. 8½d. per £100 of total funds in 1887 to 6s. 10½d. per £100 in 1906. The general progress of the institution is clearly exemplified by the following decennial return:—

DECENNIAL RETURN.

Year.	No. of Depositors.	Amount Deposited during the Year.	Amount of Depositors' Balances.	Rate of Interest Paid.	Reserve Fund at close of each Year.	Total Funds at close of each Year.
1857	1,775	£37,584	£64,668	5½%	£5 467	£70,136
1867	8,683	145,207	274,508	6½%	19,587	294,095
1877	26,320	548,607	952,414	4½%	28,448	982,857
1887	56,685	797,704	1,581,100	5%	36,000	1,637,794
1897	93,669	1,685,636	3,011,156	3%	85,000	3,128,666
June 30, 1906.	152,487	2,459,331	1,766,906	3½%	161,000	4,962,523



Photo by H. Krischoek.

SAVINGS BANK, CURRIE STREET, ADELAIDE.

An important feature in the above return is the evidence it affords of a distinct increase in the rapidity of growth. In every line the greatest advance took place in the most recent period. It is therefore natural to conclude that a development is going on in both the disposition and the ability to save a little money. It is noteworthy that during the year ending June 30, 1906, there was an increase of 4,828 in the number of depositors with accounts bearing interest, and of 1,293 with accounts not bearing

interest, an advance which has only twice been exceeded in the history of the institution. The number of depositors was 40 per cent. of the population; that is to say, that two out of every five persons in the State, counting men, women, and children, had interest-bearing accounts in the Savings Bank. Most of the money so deposited is that for which the depositors have no immediate and pressing necessity. If not exactly surplus capital, it is at least spare capital, put aside for a longer or shorter period, without privation or difficulty. A population of considerably less than 400,000 that can afford thus to

treat an amount running up to nearly five millions must certainly be on an average in comfortable financial circumstances. While the number of deposits is the largest on record, it is very significant that the amount per depositor—£36 ls. 7d.—is higher than ever before.

At the same time, the extent to which the useful practice of effecting small savings has become a kind of national habit is shown by the statement that no less than 90,905 of the depositors' accounts were for sums under £20. The entire survey not only demonstrates the popularity of the institution and the efficiency with which it is managed, but an appreciation of the advantages it offers to the careful and thrifty that speaks well for the general character of the people. The present Trustees are:—Mr. W. Herbert Phillipps (Chairman), Sir E. T. Smith, K.C.M.G., Hon. J. V. O'Loughlin, J.P., Messrs. W. G. Coombs, J.P., H. Adams, J.P., and J. C. A. Rundle, J.P.

WILLIAM BURNET POOLE, Manager of the Savings Bank of South Australia, was born in Adelaide in 1852, being the eldest son of the late Mr. Charles S.



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Adelaide.

MR. WILLIAM BURNET POOLE.

Poole, who came to South Australia in 1847, and who was for many years accountant in the Bank of Australasia, Adelaide. Mr. Poole acquired his scholastic education at Whinham College, North Adelaide, and upon its conclusion entered an accountant's office, where he gained valuable experience, remaining there for two years. In March, 1869, he joined the staff of the Savings Bank of South Australia as a junior, and has been associated with the development and progress of this important institution ever since, having occupied every position in the Bank. Twenty years later he was promoted to the position of accountant, a post he retained until 1896, when he received the appointment of Manager. Mr. Poole for many years has been a member of the Royal Society, with the Council of which he is associated as a member, and takes a great interest in the microscopical section of this institution. He was appointed a Justice of the Peace in 1902. Mr. Poole married, in 1902, Mary Eleanor, youngest daughter of Mr. John Jacob, a well-known pastoralist of the early days of South Australia. His residence is at Prospect.

THE ATTORNEY-GENERAL'S DEPARTMENT.

ATTORNEY-GENERAL.	FROM.	TO.	ATTORNEY-GENERAL.	FROM.	TO.
Richard Davies Hanson	Oct. 24, 1856	Aug. 21, 1857	Charles Cameron Kingston	June 16, 1884	June 16, 1885
Edward Castres Gwynne	Sept. 30, 1857	May 9, 1860		June 11, 1887	June 27, 1889
Richard Bullock Andrews	Aug. 21, 1857	Sept. 1, 1857		June 16, 1893	Dec. 1, 1899
	Sept. 1, 1857	Sept. 30, 1857	Beaumont Arnold Moulden	June 27, 1889	Mar. 19, 1900
	July 4, 1863	July 22, 1864	Frederick Foote Turner	Mar. 31, 1890	May 2, 1890
	Mar. 22, 1865	Oct. 23, 1865	Henry Edward Downer	May 2, 1890	Aug. 19, 1890
	May 3, 1867	Sept. 24, 1868	Robert Homburg	Aug. 19, 1890	June 21, 1892
	Oct. 13, 1868	Nov. 3, 1868		Oct. 15, 1892	June 16, 1893
Henry Bull Templar Strangways	Feb. 4, 1861	May 20, 1861		July 4, 1904	Feb. 24, 1905
	Nov. 3, 1868	May 30, 1870	William Frederick Stock	June 21, 1892	Oct. 15, 1892
Randolph Isham Stow	May 20, 1861	Oct. 8, 1861	Patrick McMahon Glynn	Dec. 1, 1899	Dec. 8, 1899
	Oct. 17, 1861	July 4, 1863	John Hannah Gordon	Dec. 8, 1899	Dec. 2, 1903
	July 22, 1864	Mar. 22, 1865	Louis von Doussa	Dec. 2, 1903	July 4, 1904
Henry Gawler	Oct. 8, 1861	Oct. 17, 1861	James Robert Anderson	Mar. 1, 1905	July 26, 1905
	Mar. 21, 1876	Mar. 25, 1876	Archibald Henry Peake	July 26, 1905	—
James Penn Boucaut	Oct. 23, 1865	May 3, 1867			
	Jan. 22, 1872	Mar. 4, 1872			
John Tuthill Bagot	Sept. 24, 1868	Oct. 13, 1868			
Richard Chaffey Baker	May 30, 1870	July 21, 1871			
Charles Mann	July 21, 1871	Jan. 22, 1872			
	July 22, 1873	June 3, 1875			
	Mar. 25, 1876	June 6, 1876			
	Oct. 26, 1877	Sept. 27, 1878			
George G. W. Stevenson	Mar. 4, 1872	July 22, 1873			
Samuel James Way	June 3, 1875	Mar. 18, 1876			
John Cox Bray	June 6, 1876	Oct. 26, 1877			
William Henry Bunday	Sept. 27, 1878	Mar. 10, 1881			
Josiah Henry Symon	Mar. 10, 1881	June 24, 1881			
John William Downer	June 24, 1881	June 16, 1884			
	June 16, 1885	June 11, 1887			

The Attorney-General is the chief law officer of the Crown, and has under his immediate superintendence the following Departments, which communicate with him as their responsible head in all matters connected with the several Departments and duties:— Benches of Magistrates, Registrar of Probates, Commissioner of Insolvency, Public Trustee, Coroners, Crown Solicitor, Justices of the Peace, Electoral Officers, Police Courts, Local Courts, Licensing Benches, Registrar in Admiralty, Local Courts of Insolvency, Registrar

General of Deeds, Returning Officer for State, Stipendiary Magistrates, Supreme Court Department, Registrar of Companies, Registrar Industrial Societies, Registrar Trade Unions, Registrar Building Societies, Curator Convicts' Estates, Public Prosecutor. The Attorney-General also conducts all correspondence with the public on matters connected with his own branch of the Service. In addition to any duties he may be called upon to perform in connection with the above Departments, the Attorney-General is responsible to Parliament for the drafting of all Parliamentary Bills having

relation to the foregoing Departments or any general public matter, and generally to fulfil the Parliamentary duties devolving upon a permanent member of the Government to which he belongs. The Attorney-General is assisted by the following permanent officers of the Law Officers' Department:—Crown Solicitor and Public Prosecutor, Mr. C. J. Dashwood, K.C.; Secretary to the Crown Solicitor, Mr. G. G. Martin; Chief Clerk (criminal side), Mr. A. C. Thomas; Chief Clerk (civil side), Mr. T. H. Nicholls, who also undertakes the drafting of Parliamentary Bills.

WILLIAM WRIGHT, who holds the responsible position of Public Trustee for South Australia, was born near Newry, Ireland, in



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MR. WILLIAM WRIGHT.

1855. He was educated at Rathfriland and Belfast, and had eight years' commercial experience in Belfast, the last three of which he acted as accountant in a merchant's office. Mr. Wright came to Adelaide in January, 1882, and the same month accepted a position as Managing Clerk to the Public Trustee and Accountant of the Insolvency Court, both of these Departments being at that time under one officer. In 1885, he was appointed Accountant of the Insolvency Court, and acted in that capacity until the Government decided in the same year to separate the Departments. The Honourable Lavington Glyde succeeded him as Accountant of the Insolvency Court, and Mr. Wright's services were retained in the Public Trustee Department, which was removed to the Superior Court. In 1891, in addition to his duties as

Chief Clerk to the Public Trustee, he was appointed Chief Clerk to the Succession Duties Department, and rendered valuable assistance to the Government during the passage through Parliament of the Succession Duties Act of 1893. He held this appointment until his promotion in September, 1903, to his present position as Public Trustee. Mr. Wright has now been connected with this Department of the Civil Service for nearly a quarter of a century, during which time he has gained the esteem of those with whom he has been associated, by the diligent discharge of his duties, and he enjoys a full share of the public confidence.

THEODORE HENRY NICHOLLS, Chief Clerk on the Civil side of the Crown Solicitor's Office, Adelaide, was born at Dedham, Essex, England (the heart of the coun-



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Adelaide.

THEODORE HENRY NICHOLLS.

try made famous by the great artist, Constable), on February 18, 1879. He is the eldest son of the

Rev. Henry G. Nicholls, minister of the Presbyterian Church, Canterbury, near Melbourne, Victoria. Mr. Nicholls was educated at Caterham, in Surrey, and arrived in South Australia with his parents in 1891. He subsequently entered the office of Messrs. J. & W. Henderson, solicitors, Waymouth Street, Adelaide, where he was articled. While articled he completed his law course at the Adelaide University, and was admitted as a practitioner of the Supreme Court of South Australia. In 1903 he became managing clerk to Mr. Stuart, K.C., the then Crown Solicitor, and on the retirement of the latter in 1905 Mr. Nicholls was appointed to the position which he now holds. In 1906 he undertook the drafting of Parliamentary Bills, and is still acting in the capacity of Parliamentary draftsman.

JAMES GIBSON ASHTON, who holds the position of Registrar, Official Receiver, and Accountant combined, of the Insolvency Court, is the eldest son of the late Rev. James Ashton, who died at Angle Vale, South Australia in 1874, and was born at Elham, Kent, on July 22, 1849. He came to South Australia in 1858, and was educated by his father, and the late Mr. James Bath, who conducted a classical and mercantile school at Ward Street, North Adelaide, up to 1867. Mr. Bath was afterwards Secretary to the Minister of Education for many years. Mr. Ashton entered the Civil Service as a cadet, in 1867, being first engaged in the Chief Secretary's Office, and afterwards filled the positions of Clerk in the Post Office, in the Audit, and in the Engineer-in-Chief's Department. In 1878 he was appointed Chief Clerk and Accountant in the Hydraulic Engineer's Office, but, when the Hydraulic Engineer's Department was abolished in 1888, was subsequently tempo-

arily engaged in special work in the Audit Office, H.M. Customs, and Agricultural College, until again permanently appointed in September, 1890, as Accountant to the Court of Insolvency, Adelaide. When the offices of Registrar and Official Receiver became vacant, they were amalgamated with the one he then held. Mr. Ashton has always taken an active interest in

literary, Institute, and scientific work, and was a member of the Union Parliament in 1887-8. He has held the offices of Treasurer, Secretary, and for many years member of the Council of the Public Service Association. Mr. Ashton's ability has always received emphatic recognition from those with whom he was associated, and his services in the Hydraulic Engineer's Depart-

ment in particular were of great benefit to the public; while his chief, the late Mr. Oswald Brown, a distinguished member of the Institute of Civil Engineers, freely acknowledged his indebtedness to them. For some years Mr. Ashton has held the position of editor-in-chief of *The Public Service Review*, the recognized official organ of the Public Service Association.

Crown Lands, Immigration, and Agriculture.

The sub-departments under the supervision of the Commissioner of Crown Lands and Immigration and Minister of Agriculture are numerous and important. They include Crown Lands, Mines, and Roads; Survey; Pastoral Board; Land Board; Woods and Forests; Agriculture; Agricultural College and Experimental Farm; Stock and Brands; Botanic Garden; and Produce Export. The Department is charged with all business connected with Commonage, Corporations, disposal of Crown Lands, District Councils, Dog and Fox Destruction (native), Dog Registration, Fisheries, Game, Gold Mining, Government Geologist, Homestead Blocks, Credit Selection, Land Licences, Mines, Main Roads, Rabbit Districts, Reserves, Noxious Weeds Destruction, Valuator of Runs, Vermin Districts, Village Settlements, Water Conservation on Travelling-stock Roads and Reserves, Agricultural Department, Poundkeepers outside District Council boundaries, Zoological Gardens. The Commissioner of Crown Lands is also the Minister Controlling the Northern Territory.

The following is a list of the gentlemen who have held the office of Commissioner of Crown Lands and Immigration since the establishment of Responsible Government:—

COMMISSIONER OF CROWN LANDS AND IMMIGRATION.	FROM.	TO.
Charles Bonney	Oct. 24, 1856	Aug. 21, 1857
William Milne	Aug. 21, 1857	Sept. 1, 1857
	July 5, 1859	May 9, 1860
	July 22, 1864	Aug. 4, 1864
	Mar. 28, 1866	May 3, 1867

COMMISSIONER OF CROWN LANDS AND IMMIGRATION.	FROM.	TO.
Marshall MacDermott ...	Sept. 1, 1857	Sept. 30, 1857
Francis Stacker Dutton ...	Sept. 5, 1857	June 2, 1859
	July 4, 1863	July 15, 1863
John Bentham Neales ...	June 2, 1859	July 5, 1859
	Nov. 1, 1865	Mar. 28, 1866
John Tuthill Bagot ...	May 9, 1860	May 20, 1861
Henry B. T. Strangways ...	May 20, 1861	Oct. 8, 1861
	Oct. 17, 1861	July 4, 1863
	Mar. 22, 1865	Oct. 23, 1865
Matthew Moorhouse ...	Oct. 8, 1861	Oct. 17, 1861
Lavington Glyde ...	July 15, 1863	July 22, 1864
	Oct. 23, 1865	Nov. 1, 1865
	May 3, 1867	Sept. 24, 1868
	Oct. 13, 1868	Nov. 3, 1868
Arthur Blyth ...	Aug. 4, 1864	Mar. 22, 1865
	May 30, 1870	Nov. 10, 1871
William Townsend ...	Sept. 24, 1868	Oct. 13, 1868
	Sept. 10, 1871	Jan. 22, 1872
William Cavenagh ...	Nov. 3, 1868	May 30, 1870
Edwin Henry Derrington ...	Jan. 22, 1872	Mar. 4, 1872
Thomas Reynolds ...	Mar. 4, 1872	July 22, 1873
William Everard ...	July 22, 1873	June 3, 1875
James Penn Boucaut ...	June 3, 1875	Feb. 2, 1876
Thomas Playford ...	Feb. 2, 1876	June 6, 1876
	Oct. 26, 1877	June 24, 1881
	Feb. 4, 1885	June 16, 1885
	Jan. 6, 1892	June 21, 1892
John Carr ...	June 6, 1876	Oct. 26, 1877
Alfred Catt ...	June 24, 1881	June 16, 1884
Jenkin Coles ...	June 16, 1884	Feb. 4, 1885
	June 11, 1887	June 27, 1889
James Henderson Howe ...	June 16, 1885	June 11, 1887
	May 2, 1890	July 8, 1890
	Oct. 15, 1892	June 16, 1893
William Copley ...	Aug. 19, 1890	Jan. 6, 1892
Peter Paul Gillen ...	June 21, 1892	Oct. 15, 1892
	June 16, 1893	Sept. 22, 1896
Laurence O'Loughlin ...	Sept. 28, 1896	Dec. 1, 1899
	Dec. 8, 1899	Mar. 31, 1902
Alexander Poynton ...	Dec. 1, 1899	Dec. 8, 1899
Richard Butler ...	April 1, 1902	July 26, 1905
Laurence O'Loughlin ...	July 26, 1905	—

LANDS, MINES, AND ROADS.

The total area of South Australia, exclusive of the portion north of the 26th parallel of south latitude (known as the Northern Territory), is computed to be 380,070 square miles, or 243,244,800 acres. About 136,828 square miles, or little more than one-third of the whole, represent the limits within which the country is at present occupied. Forty-six counties have been

proclaimed from time to time, as Crown lands formerly held under leases for pastoral occupation only became necessary for alienation in lesser areas, either for agricultural or grazing purposes, or for both combined. These forty-six counties enclose an area of 80,453 square miles, or 51,489,920 acres, of which 7,991,196 acres are purchased, 455,381 acres are partly purchased, and

121,799 acres have been granted for public purposes, making the total area alienated, wholly or conditionally, 8,568,376 acres. There are 4,896,457 acres in process of alienation under systems of deferred payments; 189,695 acres are set apart, but not granted, for forest purposes; and 37,835,392 acres are still in possession of the Crown, but occupied under various kinds of tenure, chiefly for pastoral purposes. Agricultural pursuits do not extend beyond the boundaries of the counties. In addition to the land alienated, there are 21,671,883 acres held direct from the Crown by 19,351 lessees for farming or grazing purposes, or both.

In order that the reader may comprehend the significance of the above figures, it may be mentioned that the total area of Tasmania is under 17,000,000 acres, and that of Victoria 56,245,000. The island colony is therefore under one-third of the extent of the South Australian counties alone, and in the aggregate they would cover nearly the whole of Victoria, while they are almost exactly equal in area to England and Scotland put together. Outside the counties there are 299,617 square miles, or 191,754,880 acres, of which 119,380 square miles are held by about 500 lessees as sheep or cattle runs, under pastoral-lease regulations, and there are 180,237 square miles open for pastoral settlement if suitable.

The forty-six counties, comprising 80,453 square miles, are grouped in five divisions. The Central Division comprises all the land between the River Murray on the east and Spencer Gulf on the west, and from Encounter Bay to the head of Gulf St. Vincent, including Kangaroo Island and Yorke Peninsula. The country in this division was the earliest settled, and is the most populous. It contains the mountain ranges of which Mount Lofty is the summit, and the fertile plains at their base. Within its limits 1,257,171 acres are under cultivation, of which 42,148 acres are planted as orchards, vineyards, or gardens. Its live stock includes 81,208 horses, 151,574 head of cattle, of which 48,299 are milch cows, and 1,181,665 sheep depastured within its boundaries. The capital is situated not far from the geographical centre of the division, and there are many flourishing towns, the total of the urban and rural population being 241,229. In addition to 308 miles of railway, this part of the country is so intersected by macadamized roads that facilities for transit are excellent. The River Murray, which forms its eastern boundary for 320 miles, is usually navigable to that extent throughout the year. The greater part of the arable land is situated within fifteen miles of a railway station or a shipping port.

The Lower North Division is bounded on the south by the Central Division, and on the west by the coastline of Spencer Gulf, from below Wallaroo to a little north of Port Pirie, and these ports, being the termini of railways which intersect it, afford excellent facilities for the cheap and rapid transport of produce. It has

also the advantage of being the nearest agricultural district to the Barrier Silver Mines, with which it is connected by rail, of having the Wallaroo, Moonta, and Burra Copper Mines within its boundaries, and also the Port Pirie and Wallaroo smelting works.

The Upper North Division includes all the counties north of Port Pirie, and is bounded on the west by Spencer Gulf, thence northward by the eastern shore of Lake Torrens. Though much of it is beyond Goyder's line of rainfall, there are 640,039 acres under cultivation. Most of the country is suitable for stock, and there are 23,039 horses, 35,931 horned cattle, and 492,709 sheep within its limits.

The South-Eastern Division lies in the triangle, of which two sides are formed by the Victorian border and the Southern Ocean. It contains what has often been styled the garden of the colony, but the country is almost entirely devoted to grazing. Only about one-tenth of the purchased land is cultivated, but its live stock includes 57,268 cattle and 1,735,084 sheep.

The four divisions that have been mentioned are nearly of the same acreage, but the Western Division is much more extensive. It includes the counties on the west coast of Spencer Gulf, and on the portion of the southern coast which lies between Port Lincoln and Fowler Bay. Its agricultural settlement is very partial and comparatively recent, the population being only 6,295. There are, however, 251,760 acres under crop, and cultivation is greatly increasing. The land is principally used for sheep, of which over half a million are depastured.

The Minister who is responsible for this great estate is the Commissioner of Crown Lands, and there are several sub-departments, such as the Land and Pastoral Boards, etc. The Secretary is Mr. Thomas Duffield, J.P., who is also Inspector of Fisheries and Secretary to the Minister for Mines. Other principal officials are—Government Geologist—Mr. Henry Y. L. Brown.

Inspector of Mining and Boring, and Warden and Inspector under the Mining on Private Property Act—Mr. William H. Matthews.

Chief Clerk and Registrar of Mines—Mr. Frederick C. Ward.

Accountant and Clerk—Mr. Edgar J. Field.

A radical change in the method by which Crown lands are disposed of took place when the credit-selection system was introduced in 1870, which superseded and practically suspended the sale by auction of land in fee-simple. A further change was effected by the Crown Lands Act of 1888, which, in its turn, abolished credit selections on deferred payments, and substituted in lieu thereof a system of leasing the waste lands. Areas of land are now gazetted as open for lease, with right of purchase, or on a perpetual lease. Small blocks in certain localities, presumably near centres of population, are also open for leasing by working men in lots not exceeding £100 in value and upon similar tenure.

A person may take up to £5,000 worth of ordinary land, or, if unsuitable for cultivation, sufficient for 5,000 sheep, and in dry areas 10,000 sheep. Of re-purchased lands, £2,000 worth may be held by one person, or, if improved or fit for grazing, over £4,000 worth. Land may be taken on perpetual lease or agreement, with covenant to purchase. In the latter case, payments are made half-yearly in advance, and go towards purchase-money, the purchase being complete when sixty such payments are made, and may be completed at any time after the land has been held six years.

Repurchased lands and lands alongside the Pinaroo railway can only be held under covenant to purchase. The latter may be bought outright at any time, but in the former case purchase cannot be completed until the land has been held nine years. The first ten, being yearly payments, comprise interest only at the rate of four per cent. on the purchase-money, hence the first payment of the principal is made six years after the land is taken up, and the last will be made thirty-four and a half years from the date of the agreement. Holders of repurchased land must spend in substantial improvements on their blocks during each year, for the first five years, £3 for every £100 of their purchase-money. Agreements and leases are liable to forfeiture if payments are six months in arrear, or for any breach of covenant, and there are other safeguards to protect the interests of the Government as the public landlord.

The homestead-block system is a special feature of South Australian land legislation, which has attracted much notice and comment elsewhere, but the Surveyor-General reports that it has not been so satisfactory as was expected. The original intention was to provide homes for working men, with sufficient land for them to utilize their time, and procure an income by such means as gardening, fruit-growing, and poultry-raising in periods when employment was scarce. It is found, however, that the holders are commonly unsatisfied with perpetual leases, and as soon as they acquire the right of purchase a large number of them dispose of their blocks to farmers and others. "The only locality where they seem to be permanently held is around Adelaide, as work is more easily obtained. In most other localities it seems difficult for blockers to obtain regular work, consequently they seek other districts, and do not comply with the residence conditions, and if they cannot transfer such blocks they are frequently either surrendered or forfeited." Ten years ago there were 3,495 blocks, but there are only 2,768 at the present time. The acknowledgment of partial failure is at the same time its ample explanation.

These homestead blocks, up to £100 worth, may be taken on perpetual lease or with covenant to purchase, and must be resided upon by the holder, or his wife, or family. The holder may apply to the Commissioner to

have his holding "protected" against subsequent encumbrance and against seizure for debt, except rates and taxes. If he is unable to continue in occupation of his block, he may, with the Commissioner's assent, assign or sub-let it. Advances up to £50 may be made to blockers to assist in erecting permanent buildings, fencing the land, or making dams, wells, etc., and such advances must be repaid with four per cent. interest in fifty annual instalments.

Village settlements on the banks of the Murray and elsewhere were established in quick-following succession at a time of great distress through lack of employment, and while they afforded temporary relief, it was at an enormous expense to the general public. Each settlement was independent and self-managing, and the entire series may be regarded as a great socialistic experiment under extremely favourable conditions, which, however, resulted in disappointing failure. The Surveyor-General says in his report for 1906:—"The only settlements now remaining are Lyrup, Kingston, Ramco, and Waikerie, and the number of lessees is reduced to 73; but as most of them have now considerable experience in fruit-growing and drying, they may succeed in paying their way, though at present the payments are considerably in arrears." In the remaining four settlements there are 15,129 acres, of which 545 are under fruit trees, vines, etc., and 814 under cereals. The ascertained loss on the settlements to June 30, 1906, (including interest), was £108,843 19s. 11d.

The constitution and operations of both the Land Board and the Pastoral Board are described elsewhere. The former deals with all Crown lands other than pastoral and town lands, arranges the size and prices of the blocks, and allots them to applicants, giving preference to those that will reside on the land. The latter deals with lands which do not come within the scope of the Crown Lands Act, 1903.

The leases of pastoral lands are for forty-two years, unless the land is likely to be required for sub-division, when the term is twenty-one years. The forty-two-year leases are subject to reduction for the latter half of the term. Lessees of unimproved lands must expend in improvements a sum fixed by the Board, not exceeding 10s. per square mile per annum, until £2 per square mile has been expended. Payment for the improvements on improved land may be made in forty-two annual instalments, being meanwhile kept in repair. The term "improvements" applies to wells, reservoirs, tanks, permanently constructed dams available for stock, plant for raising and distributing water, including troughs, substantial buildings, vermin and other fencing, huts or sheds for residence or shearing, and other stock purposes. The erection of these must be approved by the Commissioner, and they must not be injured while money is owing on the land. Provision is made for compensation should the land be resumed. Encouragement is given to enterprise by

such regulations as that advances may be obtained in certain cases for wire and netting for boundary-fences, and if a lessee finds artesian water ten miles from any

other supply yielding 5,000 gallons daily, available for stock, he can have 100 square miles surrounding the well rent free for ten years.

THE MINES DEPARTMENT.

Mining in South Australia is regulated by the Mining Act, No. 587 of 1893, which provides for the acquisition of miners' rights, claims, and leases. It is characterized by extreme liberality, and offers inducements for prospecting an enormous area of partially examined and undeveloped country. All Crown lands, whether held or not, and all freehold land granted since 1888,

Gold claims must be registered immediately, and other claims within thirty days of pegging. The miner's right under which the claims are pegged must be produced to the registrar before registration can be effected, and it must be renewed from year to year, or the claim will be liable for forfeiture. The holder has a right to a lease for 42 years, which, when granted, must be kept



VIEW OF SMELTING WORKS, WALLAROO, LOOKING EAST.

are mineral lands, over which miners' rights can be granted. A miner's right can be obtained for 5s., and it entitles the holder to search for coal or oil, minerals and metals, for a period of twelve months, and may be renewed at any time during its currency for another term of one year, on payment of 5s. It gives the holder the further right to peg out claims of specified shape and dimensions, and the fee for registration is 2s. 6d. The size of the claim which may be secured depends on whether it is for alluvial gold-seeking or reef-working, for minerals, coal, or oil. The maximum area of a gold claim is 20 acres, a mineral claim 40 acres, and a coal or oil claim 640 acres.

worked. Gold leases of 20 acres are issued for that term at a rent of 10d. per acre and $2\frac{1}{2}$ per cent. of the net profits. One man must be kept continuously employed for every 5 acres of the land leased. Holders of mineral claims or leases have a preferential right to a gold lease over part of the land so worked, and the holder of a gold lease is entitled to all metals, minerals, coal, and oil on his leased land.

Mineral leases of 40 acres are issued for forty-two years, at 1s. per acre, and $2\frac{1}{2}$ per cent. royalty, or 6d. in the pound, and the conditions specify that one man for every 10 acres of leased land must be kept continuously employed. Any number of gold, mineral, or coal

leases may be held by the same person, and the Minister may permit the concentration of labour by the amalgamation of from not more than four adjoining gold or mineral leases. Leases for coal and oil are issued up to 640 acres, with 42 years' tenure, rental and terms to be fixed. One man for every 40 acres must be kept continuously employed on the land. Miscellaneous leases, with 42 years' currency, are granted on rental, and terms to be fixed, for the manufacture of salt or gypsum, for working mineral springs, and for sites for smelting-works, etc. The maximum areas are—salt or gypsum, 640 acres; mineral springs, 40 acres; mining works and smelting-works, 10 acres.

Under the Mining Act Amendment Act of 1900 licences, current for twelve months, to search for precious stones, mineral phosphates, oil, rare metals, minerals, and earth, are issued on specified mineral lands. The fee is 20s. per square mile, and one man for every square mile must be employed for at least six months of the term. The licensee has a preferential right to a lease of portion of the land held under licence, as prescribed. In addition the foregoing licences, at £1 per annum, are issued, authorizing the holder to occupy a site for business and residence outside of townships. Licences to occupy for residence and cultivation in half-acre blocks are issued for 14 years, subject to renewal, at 2s. per annum.

In order to promote the mineral development of the State a number of special provisions are made. They are thus summarized in "The Central State," by Mr. D. J. Gordon:—"Subsidies are granted, upon the recommendation of the Government Geologist and the Inspector of Mines, to persons or companies engaged in deep-sinking, prospecting, or mining; and diamond drills are loaned under special conditions, and rewards for discoveries are paid out of money appropriated by Parliament for that purpose. A rebate of one-third of the cost of freight if carried over the railway-line for treatment is allowed to prospectors for the first 50 tons of ore raised—a concession which is largely availed of, and greatly assists prospectors in the initial development of their properties.

Assays are made at the School of Mines free of cost for all samples obtained from Crown lands, while special arrangements for practical work in the laboratory can be made at very low fees.

"Respecting mining on private property, the Act of 1888 and amending Acts of 1895 and 1899 provide for the resumption of private lands, proclamation of private land as an alluvial goldfield, and compulsory mining leases. In 1882 a Government Geologist was appointed, and results amply justify the wisdom of this step. In Mr. H. Y. L. Brown the State possesses an able, energetic, and withal cautious officer, who has done much to help forward the mineral industry of South Australia. His efforts are well supported by the Inspector of Mines, Captain W. H. Matthews, and the other members of the Mines Department. No genuine prospector will appeal in vain for advice to this Department, while long distances are annually travelled by the officers in reporting upon or inspecting likely properties."

The annual "Review of Mining Operations," issued by Mr. Duffield, Secretary to the Minister of Mines, contains a large amount of information concerning the extent and position of the mining industry in South Australia. This subject will be treated of in a special article elsewhere in this work. In this connection, however, it may be stated that the revenue from royalties affords an indication of the profits that are made, while the rebates on railway freights also serve a useful purpose in the general calculation. Mining is therefore not merely a branch of private enterprise, but enters directly into the general administration. Boring is done by the diamond-drill which the Government has purchased for that purpose, and the extraction of gold is facilitated by Government batteries and cyanide plants, which are established in suitable localities. The disposition of the Legislature to foster all legitimate efforts to exploit the stores of mineral wealth which undoubtedly exist in this country is manifested by the several Acts of Parliament, and its intentions have been intelligently acted upon by the officers of the Mines Department.

THE SURVEY DEPARTMENT.

The principal officers in this Department are as follows:—

Surveyor-General—Mr. William Strawbridge, who is also Receiver of Rents, Valuator of Runs, and Chairman of the Pastoral Board.

Deputy Surveyor-General—Mr. Edwin M. Smith, who is also Chairman of the Land Board.

Inspector of Lands—Mr. Thomas D. Porter, also member of the Land Board.

Government Valuator—Mr. Edward B. Jones, also member of Land, Pastoral, and Vermin Boards, Government Arbitrator, and Inspector of Fences.

Chief Draughtsman—Mr. Ebenezer P. Laurie.

Chief Clerk, Land Office—Mr. Frederick R. C. Frost.

Chief Corresponding Clerk—Mr. Philip S. Messent.

Accountant—Mr. Albert E. Kinnear.

Receiver of Revenue—Mr. A. Duffield.

The duties of the Surveyor-General are multifarious. He has to superintend and give necessary instructions in all questions of surveys, and in every transaction relating to the sale, leasing, or disposal otherwise of lands the property of the Crown, to decide personally each application for surrender for perpetual leases or for reduction of rent or purchase-money (up to June 30 last over 20,000 leases, including appeals, were dealt with, but this work will shortly cease), and to consider and per-

sonally report on applications for extension of time for payment of rents and other conditions of Crown leases. He has also to inspect and value land and improvements and report on estates under offer for re-purchase under the Closer Settlement Act, to subdivide and carry out all details for the gazetting of purchased land for re-offer, and to superintend and arrange for all valuations of improvements on expired pastoral leases and subsequent payments to the lessees when legally entitled. It is his further duty to administer all Vermin Acts, transactions and definitions of vermin districts, to report on proposed construction of vermin fences by Boards, and all loans to Vermin Boards, District Councils, Trusts, and pastoral lessees. He has charge of all stock roads and waterworks on these roads and reserves, has to consider and report on all cases of roads proposed to be opened or closed by corporate towns or District Councils, on alterations in boundaries or wards, and to check definitions for proclamation in the *Gazette*, and on any proposed corporate town or District Council. In the discharge of these duties, with the exception of reductions in rent or purchase-money, the Surveyor-General is assisted by the Deputy Surveyor-General, who carries them out in his absence, and is responsible for the laying out of roads and examination of surveys. The transaction of this business necessitates a voluminous correspondence, and in a recent year 25,375 letters were received by and 29,980 letters dispatched from the correspondence branch, which also received £73,088, representing 6,573 items, and dispatched £17,085, principally by registered letters.

In the drawing-room branch there is a Chief Draughtsman, 23 draughtsmen and assistants, by whom all field surveys are examined, checked, and plotted, areas of surveyed land and land required for sale or lease calculated, and diagrams and plans in great variety for Parliament, the public, the railway, roads, and other departments are prepared. The work in a recent year included 1,431 sections, covering 633,900 acres gazetted for application, 1,607 town lots, and 54 miscellaneous lots were gazetted for sale by auction. The plans that were prepared included 20 of the State and Northern Territory for electoral divisions, vermin districts, etc., 53 for the Public Land Office, 2,972 diagrams and tracings for leases, grants, certificates of titles, etc., 178 plotted, drawn, etc., for photo-lithography, 265 for the use of inspectors and boards, and 2,800 for District Councils, closed settlement, proclamations, etc. Besides this, the checking, examination, and computation of areas for various purposes constitute a formidable total.

In the photo-lithographic branch all work of the kind indicated by its title for the State Departments is performed. A year's work includes the taking of 400 negatives, and the printing of 655 copies of plans, drawing-books, etc.

The Land Office Branch is in charge of a chief clerk, with a staff of 19 clerks. In this office all lands open for

disposal, and all applications for land under any of the Crown Lands Acts are recorded. The accounts for rents, and all payments under agreement (of which there are 22,500), are kept and dealt with; all land grants are prepared; all timber, bark, commonage, stone, and other licences authorized by the Land Acts are prepared for issue, and the entire business of a land agency as between the Government and the public is transacted. In a single year 554 land grants were prepared in duplicate, 1,322 leases issued in triplicate, 1,800 applications for land recorded and forwarded to the Land Board, and 44 pasture applications forwarded to the Pastoral Board to be dealt with. Part of the work in connection with the Crown lands of the Northern Territory is done in the Land Office at Palmerston, but the greater part in this and the drawing branch of the Surveyor-General's Department.

The financial transactions of the Survey Department are necessarily large. The Accountant pays all salaries, wages, and allowances, trades accounts, moneys advanced for wire-netting, vermin-proof fencing, loans to homestead lessees, payments for lands acquired for closer settlement, and sums due to pastoral lessees for improvements. His disbursements in a recent year amounted to £167,634, of which £23,891 was paid in cash. The Receiver of Revenue receives deposits on applications for land, first payments for all lands sold or leased, fees for leases, land grants, licences, plans, etc. The report of a single year shows £84,426 received in 9,137 separate sums. Instalments of purchase-money and rent after the first year are payable at the Treasury.

All the survey work of the Department is performed by a field staff, consisting of nine surveyors and six head chainmen, the latter being young men who are qualifying for surveyors. When not engaged in the field on survey work, members of the field staff are employed in the drawing-office, or in making inspections for classifying land, etc. During the past year the staff surveyed 104 acres of town lands, 138,830 acres of ordinary lands, and 58,127 acres of closer-settlement lands, and performed in addition a large amount of miscellaneous work, such as sub-divisions, roads through lands already leased, topographical sketching, etc.

There are two Inspectors of Leases, who are appointed to see that the covenants of the lessee and agreements are fulfilled in all respects. Much of their work is performed on bicycles, and they send separate reports to the Surveyor-General on each lease inspected. Every mounted police constable in the State is a Crown Lands ranger, and in that capacity can take action for illegal acts, such as unlawful timber-cutting, etc. These officers render much service to the Department by inspecting and reporting on leased lands. During the past year they made 1,049 special inspections and reports, at the trifling expense to the Department of £89 18s. 6d.

The Government Arbitrator is a member of the Land Board and Government Valuator. In conjunction

with another arbitrator, all valuations for payment of amounts due on pastoral leases are made by him, a referee being appointed by the arbitrators in case of dispute. He also acts as valuator where land has to be acquired for railways, waterworks, or other public pur-

poses. He represents the Government on several Vermin Boards. The Vermin Branch transacts the business of loans for wire-netting and vermin-proof fencing. During a recent year advances amounting to about £35,000 were made to 480 applicants.

FISHERIES.

The Chief Inspector of Fisheries is Mr. Thomas Duffield, J.P., the Secretary to the Commissioner of Crown Lands. Every member of the police force is also an inspector, and other inspectors are appointed at most of the seaports, the Rivers Murray and Glenelg, and the Fish Markets. The fishing industry is regulated under "The Fisheries Act, 1904," and "The Fisheries Amendment Act, 1905." The regulations require every person catching fish for sale to take out a licence for himself, and another for each servant employed by him as a fisherman, but one licence is sufficient for its holder and a member of his family under twenty-one years of age in any case where both persons are working with the same plant. The fee for an annual licence is 10s., and a half-yearly licence 5s., a servant's licence being half the amount. Every particular as to size of nets, measurement of mesh, close season, and limitation of operations is prescribed in the regulations, and the rights of licensed fishermen are duly safeguarded.

The intention of the whole is not to restrict, but to foster the industry, as appears by the following extracts from a memo. attached to the regulations and signed by the Chief Inspector:—

"In forwarding the foregoing regulations for the information and guidance of Inspectors and fishermen, I desire to say that the object and intention of the law on the subject is to afford full opportunity for *bona fide* fishermen to ply their trade with the greatest possible success, at the least possible risk of injury to the fish. To maintain well-stocked waters is the desire alike of the fishermen and the Department. The restrictions imposed are intended to further this end, and are believed to be acquiesced in by the regular hands as against casuals, whose sole object is to take all they can, regardless of the future.

"It is expected that fishermen proper will

welcome all reasonable means taken for the preservation and perpetuation of their means of livelihood, and it is hoped that they will cordially support the Inspectors in carrying out the regulations framed to put a stop to improper means of taking fish and to preserve the breeding-grounds. While it is to the best interests of fishermen to have our waters well stocked with edible fish, it is equally important for the State to encourage an industry which may be made a very profitable and permanent one, providing employment for a considerable number of men, and furnishing in ample quantities and at reasonable prices, a regular article of diet so conducive to the health of consumers.

"The Department looks to those engaged in the industry to supply information from time to time respecting the habits of the different species of fish, especially as to the time and places of spawning, age when maturity is attained, and any other item of information that may come under their notice of value as leading to the better preservation of the industry.

"The co-operation of the public, who are interested in having a good fish supply maintained, is also confidently expected, and every communication addressed to the Department with the object of further protection and improvement of the fisheries will be thankfully received and given attention to."

The importance of fostering this industry is self-evident. The value of fish as a food product has been scientifically demonstrated; and at the time of the Colonial and Indian Exhibition, Professor Rennie, of the Adelaide University, analyzed many varieties of the fish caught in South Australian waters, including all of the most common. He found that they were in no respect inferior to the European species, and in many cases were of higher value as articles of diet. There are no data as to the possible abundance of supply.

STOCK AND BRANDS.

The Stock Department of this State, as in Victoria and New South Wales, was formed many years ago to contend against scab in sheep, which, at that time, was ruining the wool and devastating the flocks all over Australia. How well the inspectors of sheep, as they were then called in those early days, worked is clearly shown by the fact that, thanks to their tireless energy and practical knowledge, scab in sheep has been completely stamped out of the flocks in all the Australian States

and New Zealand; and when it is further considered that in no other country in the world has this disease been stamped out, the great value of the work of the Stock Department will at once be seen. The last report of the English Board of Agriculture shows that there were 422 outbreaks of scab in England, 406 in Wales, and 90 in Scotland—a total of 918 in Great Britain.

The present staff of the department consists of the Chief Inspector and Registrar of Brands, Mr. R. J.

Needham; the Deputy-Chief Inspector and Deputy-Registrar of Brands, Mr. Thomas H. Williams; five inspectors of stock and brands, and twelve temporary inspectors of stock who are also inspectors of brands, and a supervisor of animal quarantine at Torrens Island.

The clerical staff consists of the chief clerk and accountant, a clerk, and a junior clerk. Under the Stock Diseases Act of 1888 the duties of the staff are multifarious. All foreign stock are rigidly inspected, and are quarantined to prevent the introduction of infectious or contagious disease, and foreign sheep are twice dipped while in quarantine, to prevent the introduction of sheep scab.

The border inspection of stock, to prevent disease being introduced from the other States, is very effectively carried out by the staff, and with the inspection of travelling droves, and the stock generally throughout the State, their time is very fully occupied.

In addition to the work of stock inspection, the administration of the Brands Acts causes a great deal of work to fall on the shoulders of the staff, as more than 30,000 brands or marks have been issued under these Acts.

The following is an extract from the latest report of the Chief Inspector of Stock:—

The flocks in this State still maintain their high reputation for freedom from disease. No serious outbreak of disease has occurred, and the increase, as compared with last year, is 320,299.

STUD SHEEP EXPORTED.

To New South Wales, by sea	602
To New South Wales, by land	2,791
To Victoria, by sea	70
To Victoria, by land	960
To Queensland, by sea	653
To Queensland, by land	60
To Western Australia, by sea	5,760
To New Zealand, by sea	31
To Tasmania, by sea	1
To South Africa, by sea	37
Total	10,965

The stud-sheep industry probably never stood in such a favourable condition as at present. The number of stud sheep exported during the past year clearly indicates how rapidly the large, robust, heavily-fleeced sheep bred in South Australia is growing into favour in the other Australian States.

The number of cattle inspected during the year was 135,117, and they were fairly free from disease. The herds are remarkably free from pleuro-pneumonia; no outbreak of this dreaded disease has occurred during the year, and the reason for this happy immunity is not far to look for.

Inoculation has been very generally practised in the cattle country; whole herds have been inoculated. Travelling droves, wherever virus was obtainable, were inoculated and spelled before proceeding on their journey. Out of 12,000 cattle slaughtered at the city slaughter-house, only one beast was found suffering from the disease, and this animal was railed through from one of the other States.

The returns show the number of cattle in the State to be:—Milch cows, 93,069; other cattle, 207,652; showing an increase over the previous year of 4,913 milch cows and 23,349 other cattle.

There has been a still further decrease in the number of animals found affected with tuberculosis; only 161 animals suffering from the disease were dealt with, and of this number 146 were destroyed and 15 isolated for further inspection. It is encouraging to find that the number of tuberculous animals is steadily decreasing, conclusively showing that the war carried on by the staff of stock inspectors for so many years against this terrible disease has more than kept the enemy in check.

During the year the staff inspected 1,786,316 sheep, 135,117 cattle, 14,424 horses, 144,706 swine, and 944 camels, travelling 63,729 miles on duty. Five hundred and one *post-mortem* examinations were made on different animals.

In the Brands Department there were issued during the year 450 horse and cattle brands, 446 sheep, 71 distinctive, and 6 others. There were 114 cancellations and 174 transfers. The number of brands and marks allotted to December 31, 1905, totalled 26,414.

THE LAND BOARD.

The members of the Land Board are Mr. Edwin M. Smith (the Deputy Surveyor-General, who is Chairman), Mr. Thomas D. Porter (who is also Inspector of Lands), Mr. Edward B. Jones (Government Arbitrator, Inspector of Fences, etc.), and Mr. Robert Kelly (who is also a member of the Pastoral Board). The Secretary is Mr. Herbert E. Hambidge.

There were originally five District Land Boards, but afterwards the number was reduced to three, and each of these Boards comprised three members, one of

whom was a Government official and Chairman, the others being residents in the district. The whole of these bodies were abolished by an Act passed in 1902, and the present Board appointed. The new arrangement has worked very satisfactorily up to the present time, the work being carried on more expeditiously and economically than under the system which it superseded.

The Board meets whenever necessary and practicable, but as three of its members must be present to form a quorum, and their duties require them to travel

extensively, regularity is impossible. The Surveyor-General suggests that the quorum should be reduced to two, who could deal as well as any larger number with small transfers and minor matters, and thereby avoid delay. All Crown lands (except pastoral and town lands) and lands purchased for closer settlement within the State are dealt with by the Board. It recommends the size of the blocks and the rent and purchase-money at which they are to be offered. It reports on lands offered to the Government for purchase with a view to closer settlement, considers all applications to transfer leases or agreements in cases where the consent of the Commissioner is necessary to enable lessees to transfer their leases, and recommends the prices at which leases and agreements can be obtained in lieu of those in operation.

The Board also considers all applications for land, takes evidence from the applicants, and deals with each on its merits. Except in special cases, one of the members of the Board travels to various parts of the State where land is under offer, and hears evidence from applicants, who would be inconvenienced if they were required to attend the full Board meeting held in Adelaide. The evidence so taken is submitted to the Board, which then allots the land to the applicants it considers most desirable as Crown tenants. The benefit of this arrangement to applicants could scarcely be more effectively illustrated than by a paragraph which appeared in an Adelaide newspaper the day this account was written. In half a dozen lines it was stated that members

of the Land Board sat at a country town about 70 miles from Adelaide. For nine blocks in the neighbourhood there were no less than 150 applicants. The economy effected and the public inconvenience avoided in such a case are self-evident.

The decision of the Board as to applications for land is final, there being no appeal against any of its allotments. All the Board's recommendations as regards transfers and prices fixed for transfers are subject to the approval of the Commissioner of Crown Lands. In dealing with applications to transfer, both parties to the transaction are required to give personal evidence, or else make statutory declarations. All evidence is given on oath, taken down in writing by the Secretary, and signed by the person making the statement.

The Surveyor-General's report for 1906 records that the Board held 69 meetings to consider applications for land and take evidence, and 192 meetings for dealing with transfers, fixing prices, etc. It dealt with 2,676 applications, heard evidence from 1,750 persons, allotted 892,619 acres, besides homestead blocks between 677 persons; allotted 1,369 acres in homestead blocks, and 54,169 acres of closer-settlement lands; dealt with 1,402 transfers, and 631 surrenders, renewals, and appeals; fixed the prices for offer on 1,215,794 acres of Crown lands and on 51,067 acres of closer-settlement lands; made 104 inspections, and travelled 7,570 miles. This was not the whole of its work, but enough of it is summarized to suggest that the Board must have had a fairly busy year.

THE PASTORAL BOARD.

The Pastoral Board consists of the Surveyor-General (who is Chairman) and two members, viz., Mr. Robert Kelly (who is also a member of the Land Board) and Mr. J. W. Kingsmill. The Secretary is Mr. J. A. Fraser. There are also two surveyors and an inspector and valuator.

This Board classifies all pastoral lands in the State, values the improvements, and recommends the size in which the blocks shall be offered. It deals with all applications for pastoral lands gazetted open up to a given date, and takes evidence and allots the leases to the most desirable applicants. The Board also fixes the rents and value of improvements on all pastoral leases surrendered, in terms of the Acts, for other leases with amended conditions. It recommends advances to lessees for the material for vermin-proof fencing on pastoral lands, and considers applications for transfer of pastoral leases.

During the financial year 8,743,680 acres of pastoral lands were gazetted open to application for allotment by the Pastoral Board, and 2,324,000 were allotted to tenants. Applications from lessees representing approximately 51,623,680 acres, for new terms and concessions under the Pastoral Act, were dealt with, and

their consideration formed an important part of the Board's responsibility.

The greater part of the time of the two members of the Board, other than the Chairman, is spent in travelling over the pastoral country, and during the year 5,911,680 acres were inspected, and the improvements valued, with the view to recommending terms for new leases to the tenants in occupation. This work necessitated travelling 7,662 miles. The Board's surveyors examined 1,925,760 acres, and fixed the position of new improvements on the land. The distance travelled by these officers was 4,208 miles.

In his report for 1906 the Surveyor-General, after remarking on the generally favourable season for pastoralists, both as respects the clip and price of wool and the increase of stock, incidentally refers to the drawbacks from which that industry is suffering. He remarks that the high price of stock and the necessity of vermin-proof fencing have prevented much new country being applied for, and states that a considerable area of fair to good pastoral lands, that was at one time stocked and is fairly well improved, is still unoccupied except by a little commonage stock and caretakers. The report further says:—"The Pastoral Board is now considering a

reduction in value of improvements on unleased lands, as payments at present rates may have a little to do with its not being applied for, especially as large areas are within vermin-fenced districts. The area at present open to application is 28,487 square miles, of which 22,667 miles are more or less improved, the total value of improvements on the lands being £32,437. Blocks may be obtained in almost any area, and the average rental is but 2s. a mile; and, when improved, the annual instalments for improvements would average about 1s. 2d. a mile more."

Incidentally this part of the report shows on the one hand the difficulties with which the pastoral interest has had to contend, and the manner in which the admin-

istration is seeking to meet the new conditions. Drought, wild dogs, and rabbits have played havoc with prospects that were at one time most alluring. Lessees of the Crown have been compelled to abandon their holdings and to surrender their leases. The policy that has been pursued of late years, however, shows that the struggle is being maintained, and with good prospects of success. More favourable seasons have richly rewarded persistent enterprise in many cases. The vermin pest cannot be extirpated by the means formerly resorted to, but within areas rendered invulnerable to invasion by fencing it can be stamped out. Reduced rentals and other concessions will probably result in a renewed extension of profitable occupation.

WOODS AND FORESTS.

The State forest reserves of South Australia cover an area of 170,835 acres, or nearly 267 square miles. These reserves vary in extent from small enclosures of less than a hundred acres to areas of eight or ten thousand, and in one instance of over twenty-five thousand acres. They are nearly forty in number, and distributed throughout most of the settled districts, from Mount Brown in the North to Mount Gambier in the South-East. The largest number, as well as the widest area is in the North, the acreage of the forest reserves in the Northern District being 78,921. In extent the Southern District reserves come next with 52,949 acres, the largest (13,815 acres) being at Mount Burr, but there are five others of from four, five, to nine thousand acres each. In the Central District the reserves occupy 32,428 acres, and in the Western District 6,536 acres.

The management of this valuable and important national asset is in the hands of Mr. Walter Gill, F.L.S., F.R.H.S., who has occupied the position of Conservator of Forests since July 21, 1890. He is an enthusiast in his profession, and his annual progress reports contain internal evidence of his belief in forest culture as a source of public wealth. He cherishes a firm conviction that certain parts of South Australia are excellently adapted for the production of timber, which will be required for use in connection with local industries, and yield a profitable return. These views have been embodied by him in several publications, and his pamphlet on the growing scarcity of coniferous timber is a forcible argument for utilizing the natural advantages of the country. In this brochure Mr. Gill goes carefully into the annual demand on both sides of the Atlantic, and the existing sources of supply, deducing as the result of his examination the practical certainty that in the course of a comparatively short time the natural resources must be greatly diminished. He urges, therefore, the importance of exploiting existing timber stocks on the soundest system of management, and of taking "prompt and energetic steps whenever and wherever necessary to augment present naturally-grown forests,

by creating artificial forest wealth on the lines now so well understood, and so successful in their results when rightly carried out." The argument is sheeted home, as it were, by the statement that South Australia is sending out of the country £200,000 annually to buy pine timber, and with the expansion of the fruit industry the amount required for fruit-drying and transit will very largely increase.

The question, therefore, becomes one of public importance, whether South Australia can grow any pine timber, and the forest reserves are expected to supply a complete and conclusive answer. Mr. Gill was fortunately in a position to put the matter to the test of actual experiment. Three pine-trees twenty years old were felled in the Wirrabara Forest and converted into fruit-cases. Of these the first (*Pinus insignis*) yielded 28 cases, the second (*P. maritime*) 25, and the third (*P. halepensis*) 16. Some pines cannot be grown here with advantage, but the growth of others is so rapid that they will attain certain given dimensions in from one-third to one-half less time than in some other countries. The object-lessons that are afforded by the administration of the forest reserves are thus presented in an impressive form. Mr. Gill is, among other things, an excellent photographer, and the illustrations by which his reports are embellished and his statements are confirmed do great credit to his skill.

The forest history, so to speak, of South Australia has witnessed violent changes. When European settlement began there was such a superabundance of native timber everywhere as to encourage recklessness in its destruction. The wholesale clearance of forest and scrub was followed by a natural re-action. Tree-planting around country homesteads, towns, and public reserves became highly popular. In some localities "Arbor Day" was established in connection with public schools. The influence of trees on climate, their charm in the landscape, and the pleasantness of their shade received more attention. Too little regard, however, was paid to the selection of the best and most suitable varieties, and in

consequence the work of years was in many cases practically wasted. Scientific knowledge was required, and it could only be obtained as the result of actual experiment. The establishment of a Woods and Forests Department supplied the means of obtaining what was lacking. It has already rendered immense service to the State in several ways, not the least important of which is its demonstration of great possibilities. There are large tracts of country at present waste and worthless which may yet become immense pine forests, their suitability for that purpose having been ascertained beyond question.

As to what the Department has done by way of facilitating afforesting in various localities, one single

various parts of the State is now 14,122 acres. This land is enclosed, about two-thirds of the whole being at Bundaleer and Wirrabara.

A summary of one year's planting is furnished by Mr. Gill in his latest report, which shows that 81,544 trees were planted, of which 53,417 survived an unusually unfavourable season. The heavy rainfall at the time the trees were put in the ground, followed by the series of severe heat waves, reduced the average of success. The number of trees on hand in the several nurseries, including those reserved for departmental planting, was 341,779. The gratuitous distribution continues in full vigour, the number of trees divided between 1,755 applicants during the year being 322,238.



Photo by W. Gill.

PLANTATION E, WIRRABARA FOREST. REMARKABLE PINES (*PINUS INSIGNIS*), 25 YEARS OLD.

statement is strikingly suggestive. The report dated September, 1906, records that the Department has distributed trees gratis for twenty-four years, during which period, in response to applications from 30,223 persons, no less than 6,484,675 trees have been supplied.

One of the functions of the Woods and Forests Department is the planting and natural regeneration of the indigenous timber which has been so carelessly sacrificed. Old colonists speak of the abundant flora which gemmed plains and hills when they first arrived, and regret its wanton destruction. Something more than mere sentiment suggests the preservation of what is native to the soil, and the area now under operation for that purpose in

Among the future possibilities of the Far North, the cultivation of the date-palm has long had a place. There are three plantations, viz., Hergott, Lake Harry, and Oodnadatta. Four of the plants died during the year, and 173 were thinned out, the number remaining alive on June 30, 1906, being 2,433. Heavy rainfall just when the dates were ripening spoiled one-half of the crop, but the experience was useful, because it tested the suitability of the several varieties under observation. The Deglet Nour dates produced by the Algerian palms gave a record yield, and a consignment of 500 lb. was sent to Adelaide, where the dates sold readily at satisfactory prices.

THE PRODUCE EXPORT DEPÔT.

The Produce Export Depôt was established in 1895, its object being to enable South Australian producers to obtain access to the most profitable markets, and to realize the best prices for their commodities. Five years after it commenced operations, the Hon. R. Butler, who was at that time Minister of Agriculture, published a review of its proceedings up to that time, and claimed that the results achieved abundantly justified the steps that were taken for its initiation, and proved that it had been of great benefit to the primary producers. Mr. Butler admitted that there are drawbacks as well as advantages in State control, and that some mistakes had been made, but regarded them as only what might be expected in the launching of a new State Department.

With regard to the financial aspect of the Department, it was stated in this review that, while the expenditure in London had been slightly in excess of the receipts, it had been incurred in advertising South Australian wines, "with the result that our export has already doubled, and there is now buoyancy and enterprise instead of stagnation, if not retrogression. The amount spent by South Australia in assisting an industry capable of almost unlimited expansion, and for which our climate is eminently suitable, is small compared with the amount spent by Victoria in the same direction by giving bonuses within the State." Moreover, had the season been as profitable as the preceding one, the excess of expenditure (exclusive of interest) would have been nearly extinguished.

Regarded as a State enterprise, the profitableness of the Export Depôt does not depend alone on the condition of its own balance-sheet. As an agency for facilitating the output of primary production, and thereby increasing its volume, it has augmented the revenue of other Departments. The railway revenue has received many thousands of pounds from this source as freight for carrying butter, lambs, rabbits, etc., to the seaboard. As Mr. Butler said in 1901:—"Customs and Land and Income Tax Departments also receive increased revenue. The development of our productions and the finding of profitable markets increase the value of our lands, and add to the account of our producers. It is evident that increased prosperity means larger revenue from Customs." This is the justification of the Government, regarded merely as business manager, for embarking on an enterprise which was so much of an auxiliary to other Departments that, even if worked at a trifling loss, it was worth carrying on, because it made them pay better. An even stronger argument was that it contributed to the wealth-creating power of the community by enhancing the value and increasing the available product of its natural resources.

All that was said in the review of the first few

years, while the work of the Depôt was getting into shape, as it were, might be repeated with augmented emphasis, and the total of its shipments up to June, 1906, makes a series of impressive figures. Regarding the year as ending on June 30, in 1894 and 1895 the Butter Bonus Act was in force. Under its stimulus 167 tons 15 cwt. were shipped in 1894, and 598 tons 12 cwt. in 1895. The latter figures have not been reached since then. The sum of £11,508 was paid as bonus, and the industry became so firmly established that 590 tons were exported in 1906. The total exports of butter up to the present time amount to 3,321 tons, and to £371,935 in value. During the eleven years from 1895 to 1906 the exports of other principal articles have been as follows:—732,488 lambs, 42,747 sheep, 117 carcasses of pork, 39 of beef, and 41 tons 5 cwt. of preserved meat, the total value of the meat export being £487,791. The wine export aggregates 964,098 gallons, value £131,326. Fruit is represented by 117,426 cases, value £59,079. Rabbits naturally run into big figures, the number exported being 3,128,087, value (including 215 hares) £81,863. Poultry, eggs, and other "sundries" are in the list, and the aggregate value of all exports through the Depôt is £1,135,163.

The most cursory consideration of the foregoing enumeration shows that the lamb-export trade has attained large dimensions under the fostering care of the Produce Export Depôt. In 1895 there were only 2,911 carcasses sent away, but in 1906 the number was 161,066. The pioneer of this industry was Sir Samuel J. Way, in conjunction with the manager of his Koolunga estate, Mr. F. H. Weston. His Honor has always been interested in rural pursuits, and his Shropshire sheep have become famous as prize-winners all over Australia. It was the introduction of this type of animal that made lamb-breeding for export possible and profitable. From the outset, farmers rather than pastoralists went into the business, and it has been found that large tracts of country are suitable for the purpose. The fattening properties of the pasture grasses are excellent, and lambs that are not artificially fed mature earlier than in any other part of the Commonwealth, so that in all respects the South Australian article is equal to the best that can be produced elsewhere.

Extensive refrigerating works and storage premises have had to be erected, and the initial outlay has necessarily been considerable. The first establishment was located in an advantageous position with a wharf frontage capable of berthing the largest steamers. Year after year enlargements were made as required, until in 1899 the freezing apparatus was capable of dealing with 1,500 carcasses per day, and storage-room was provided for 20,000 carcasses. The business still increased so rapidly that the following year, being urged by local

firms, the Government increased the capacity for freezing to 2,500 carcasses daily, and of storage to 85,000 carcasses. Then followed, as a necessity, the removal of the slaughter-houses to Dry Creek, where provision was made for dealing with 4,300 lambs daily. Throughout the history of the Produce Export Depôt the authorities have shown promptitude in meeting enlarged demands. The general arrangements were so perfect that, though carcasses had to be carried five miles by rail from the slaughter-house to the Port, in no single instance was there deterioration in transit.

The continued expansion and encouraging prospects have made necessary further extension of the freezing-works at the Produce Depôt and the erection of new slaughter-houses at Port Adelaide. At the time of writing, these additions are being proceeded with, the intention being to have them completed during the winter months of the current year (1907), so as to be ready for the next season, which

begins at about the commencement of August. The concentration of the work connected with the lamb-export trade is expected to facilitate operations, and the accommodation will be so increased as to deal with 8,000 animals per day. Provision will be made for storing 200,000 carcasses, and the establishment will be the finest of its kind in Australasia. The whole will be under one roof, the handling of carcasses will be minimized, while there will be less risk and special facilities for shipping direct on the steamers that come to the Produce Depôt's wharf. Stock bought for London is treated at the Depôt and shipped by the various firms to its destination. Graziers are able to consign their stock from the nearest railway station, which can be trucked to the Depôt, and the producer has no further trouble. The Manager is Mr. G. A. W. Pope, who has been connected with the Department throughout its history, is familiar with all its operations, and is assisted by a large and competent staff.

THOMAS DUFFIELD, J.P., Secretary to the Commissioner of Crown Lands and Minister of Mines, and Chief Inspector of Fisheries, was born at Shady Grove on February 9, 1850, and is the son of Mr. Francis Duffield, of Cobden Grange. He entered the Crown Lands Office as cadet on March 1, 1867, and passed through every grade of that

office (sometimes it was a re-appointment of a previous Commissioner), and over thirty Acts relating to the administration of Crown lands were passed. Mr. Duffield was for some years a member of the Central Land and Central Pastoral Boards, and later, when only one Land Board existed, he was a member of it, until he relinquished the position because of the pressure of other duties. He recently issued a pamphlet describing the Land and Pastoral Laws of South Australia, which is widely used as a handbook on the subject. In December, 1901, Mr. Duffield was appointed to the position of Chief Inspector of Fisheries, and has devoted much attention to the subject of the management and fostering of the fisheries of the State. He prepared a Bill dealing with the subject, which received the sanction of Parliament. This Act provides for the constitution of hatcheries for the rearing of fish, the regulation of use of nets, close seasons, licensing of fishermen, and payment for destruction of fish enemies. Mr. Duffield has always taken a great interest in production, and has written a series of articles describing the products which can be successfully grown in South Australia. He was also the author of a trenchant criticism of the Public Service Commission that sat for a long period taking evidence respecting the Public Service, and was for some years Hon. Secretary to the Public Service Association, becoming afterwards its Vice-President. He is much devoted to literature, and has contributed many reviews and arti-

cles on literary subjects to the press. Mr. Duffield has a family of four sons and one daughter, and resides at "Woodley," Stirling West.



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MR. THOMAS DUFFIELD.

branch of the Civil Service under five Secretaries, until on February 26, 1896, twenty-nine years after entry, he was appointed to the Secretaryship, and permanent head of the Department. During this period, thirty-nine and a half years, no fewer than twenty-nine Commissioners of Crown Lands have held

WILLIAM STRAWBRIDGE, I.S.O., Surveyor-General of South Australia since 1894, was born at Bristol, England, on March 5,



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MR. WILLIAM STRAWBRIDGE.

1843 (in a house built from the ruins and on the site of the old historical Castle of Bristol), and is a son of the late William S. Strawbridge, for some years Accountant at the Cole Brook Dale Iron Co., Bristol, and his wife Eliza Stockholm Thomas, a lady of considerable literary and artistic

ability. Mr. William Strawbridge arrived in South Australia in 1853, and was educated at private schools under the Rev. M. Mudie and other well-known men, and at St. Mary's College, Geelong, Victoria. On June 1, 1862, he entered the Survey Department as a cadet, and after occupying various positions, including some five years in the field, he became Chief Draughtsman in 1877, and in 1884-5 Acting-Deputy-Surveyor-General. Upon the retirement of Mr. G. W. Goyder, C.M.G., in July, 1894, he was appointed Surveyor-General. He was Chairman in 1887 of the first local Land Board which sat in South Australia, and was also for several years Chairman of the Western and Northern Land Boards. He is Chairman of the Board of Examiners of Licensed Surveyors, member of the Board of Examiners for the Civil Service Examinations, and Chairman of the Pastoral Board since 1894. He is also Receiver of Rents under the Crown Lands Acts, Past President of the South Australian Institute of Surveyors, Ex-President of the Civil Service Association, is a member of the Astronomical Society and of the Australian Branch of the Royal Geographical Society. He was decorated Companion of the Imperial Service Order in 1905. Mr. Strawbridge married in March, 1869, Elizabeth Steel, and has a family of three sons and two daughters. The subject of this biographical sketch has a most intimate knowledge of the resources of South Australia, and has travelled the length and breadth of the land in his official capacity.

EDWIN MITCHELL SMITH, Deputy-Surveyor-General of South Australia, and Chairman of the Land Board of the State, was born at Ipswich, Suffolk, England, in the year 1847, and arrived with his parents in South Australia in January, 1850. His father, Edwin Smith, was identified with the early days of Adelaide, and although at a good old age is still hale and hearty. Mr. E. M. Smith received his education at private schools, and entered the public service on June 1, 1862, as a field assistant in the Surveyor-General's Department, and after promotion as cadet and junior surveyor, was appointed Surveyor in January, 1869; Draughtsman, January, 1874; Steward and Surveyor of Educational Lands, February, 1882; Chief Clerk, Land

Office, January, 1886; and in July, 1894, he was appointed Deputy-Surveyor-General, the position which he has held to the present date. In addition, he was also a member of the Central Pastoral and Central Land Board, and subsequently, on the abolition of the District Land Boards, he was appointed Chairman of the Land Board, a post he still occupies. Mr. Smith is a member of the South Australian Branch of the Royal Geographical Society, member of the Public Service Superannuation Fund Board, and Chairman of the Drainage Assessment Board. He was married in 1870, to Francis Lettice, daughter of the late Mr. J. B. Porter, who occupied the position of Superintendent of Public Works of



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MR. EDWIN MITCHELL SMITH.

South Australia, and has a family of two sons and two daughters.

EDWARD BRITTEN JONES, Government Valuator, member of the Land Board and the Pastoral Board of South Australia, was born at Glenelg in 1858, being a son of the late Mr. T. P. Jones, who came to South Australia in the early fifties. On completing his education at Mr. Caterer's school at Glenelg, he entered the service of the Surveyor-General's Department of South Australia in 1873 as a cadet, and was associated with the ordinary survey work of the Department, and other work in the interests of South Australia up to 1887, since when he has been connected with the Land, Pastoral,

and Vermin Boards, and has acted as Government Arbitrator in respect of the expiry of Government



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MR. EDWARD BRITTEN JONES.

leases, which position he still holds. He is connected with some fourteen different Vermin Boards throughout the State, and holds the position of Inspector of Fences in connection with the same. He is a member of the Masonic fraternity, being associated with the Emulation Lodge at Norwood. Mr. Jones was married, in 1884, to Mary, daughter of the late Mr. Edmund Kirby, of Ballarat, and has a family of three sons.

THOMAS DRAGE PORTER, Inspector of Lands, and member of the Land Board of the State of South Australia, was born in Adelaide on July 20, 1849, being the only surviving son of the late Mr. John Barwick Porter, who came to Adelaide in October, 1839, in the ship "Dumfries," and held the position of Clerk of Works in the South Australian Government service. He lived in a little cottage between the Rotunda and the Government Stores, but afterwards removed to Parkside, his residence being the third house erected in that now populous suburb, and which is now the property of the Hon. Alfred Catt, the late member for Stanley. Mr. Porter died in harness in the year 1856, death supervening through the bursting of a blood-vessel while he was engaged in attending to the multifarious duties at-

tached to his office. The subject of this sketch was educated at the late J. L. Young's school, Adelaide, and entered in 1865 the honourable service under the Government which has continued for so long a period. From the Drawing-room of the Survey Department, under the late



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MR. THOMAS DRAGE PORTER.

Mr. G. W. Goyder, Surveyor-General, he was transferred, in 1866, to the Field Staff, and, again, three years later, to the Department as a Draughtsman, and was in the office or in the field until 1871. From that time, and until 1903, he was employed solely in the office, rising by degrees, till he obtained the post of a second-class officer in the Government service. In 1904 Mr. Porter was promoted to the position of Inspector of Lands, and immediately became a first-class officer. Mr. Porter has been a member and Chairman of the South-Eastern Land Board, Central, North, and Midland Boards, Chairman of the Tarcoola Vermin Board, and a member of the Central Pastoral Board, and Drainage Assessment Board. In 1901 he was Acting-Deputy-Surveyor-General for seven months, and, again, filled that important office in 1904 during the absence of the Surveyor-General through ill-health. He is a Justice of the Peace, and a member of the U.A.O.D. He was married in 1875, to Anna Koeppen, step-daughter of Mr. J. M. Wendt, the widely-known Adelaide jeweller, and has a family of one son and two daughters, the elder of whom, Adelaide Koeppen, won the Elder

Scholarship, at the age of fifteen years and one week, carrying three years' tuition at the Royal College of Music, London. Owing to an unfortunate accident, which prevented the further use of her hand, Miss Porter's professional career was greatly retarded, and to some extent marred, though many have been delighted by her skilful and artistic execution of pianoforte music, rendered remarkable from the fact that it was played with the one hand. With her marriage, which took place in 1890, Miss Porter finally retired from public life.

ROBERT KELLY, member of the Land Board and Pastoral Board of South Australia, was born in South Australia in 1844, and is a son of the late William Kelly, of



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MR. ROBERT KELLY

Cudlee Creek, who arrived in the colony on December 2, 1839. The subject of this notice received his education at the late J. L. Young's school, Adelaide, and from there went in for farming, becoming identified with pastoral and agricultural pursuits in the Riverton district. He is a large landowner at Giles Corner, his son, Mr. W. S. Kelly, being manager of his properties there. Mr. Kelly has always taken a prominent part in the public affairs of South Australia, and was for many years a member of the Stockport District Council and Chairman of that body. He was elected to a seat in the South Australian House of Assembly in 1891,

representing Woorroora for a time. On the inauguration of the Pastoral Board in 1893 he was appointed a member, and has occupied that position ever since. Mr. Kelly was appointed a member of the Land Board in December, 1905. He was married in 1870 to Mary, daughter of the late Redmond Goldsack, of Glen Osmond, an early pioneer of the colony. Mrs. Kelly died in 1893, and the family now living consists of five daughters and two sons.

WALTER GILL, F.L.S., F.R.H.S., was born on October 13, 1851, at Welford, in Northamptonshire, England, where his father, the Rev. Walter Gill, was a Congregational minister. He was educated at the Heathfield School, Parkstone, Dorset, which his father established on account of ill-health. In 1868 Mr. Gill found employment in the Dorset nurseries of Messrs. F. Gill & Co., but on the death of his uncle, the senior partner, he transferred his services to the Wilts and Dorset Bank. His early association and natural bias induced him to spend his leisure in botanical research, for which his country residence was favourable, and he acquired an intimate acquaintance with the English flora. He arrived in South Australia in 1876, and was for some time engaged in pastoral occupations, first with his



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MR. WALTER GILL.

uncle, Mr. Joseph Keynes, of Keynton, and afterwards on Mr. J. H. Angas' Mount Remarkable Station. In 1881 Mr. Gill visited England,

where his lectures on South Australian life aroused considerable interest. For two years after his return he was engaged by the Willowie Land and Pastoral Company, and in August, 1884, was appointed Sub-Inspector of Crown Lands. In March, 1886, he was placed in charge of the Wirrabara Forest, and superintended the timber and planting operations there for four years. His promotion to the position of Conservator of Forests took place in 1890, when Mr. J. E. Brown, his predecessor, became Director of Forests in New South Wales. In the duties undertaken by him Mr. Gill brought enthusiasm and energy. His range of responsibility was wide, extending from the date-palm plantations in the Far North to Mount Gambier in the South, a distance of over 1,000 miles. The Department under his control has rendered immense service in afforesting many parts of South Australia by distributing hundreds of thousands of young trees, and the difference produced in the appearance of scores of country towns and townships, and hundreds of homesteads and farms, must be seen to be realized. Mr. Gill has also paid much attention to the commercial aspect of the matter. In his pamphlets on the "Scarcity of Coniferous Timber," published in 1902, he conclusively showed that the world's production of available pine timber is largely exceeded by its consumption, and indicated tracts of country in South Australia where pine-trees can be profitably grown to meet the coming demand. He has also proved the value of the Remarkable Pine (*Pinus insignis*) and others grown in the Forest Department plantations, from an economic standpoint, by making thousands of fruit cases at the Wirrabara Forest, which annually command a ready sale in the fruit season. Mr. Gill is a skilful and enthusiastic photographer, having made it a special private hobby for many years. As in other matters, he has turned his personal inclination to good account, for his numerous photographs of forest scenery in various parts of the State, of trees at different ages, showing rapidity of growth, and similar objects have been extensively useful. They have furnished illustrations for periodicals and lantern slides for lectures, thus enabling him to stimulate public interest in the aspects of forestry, of which he is an indefatigable advocate. His suc-

cess with the date-palm in the Far North at Hergott and Lake Harry is among the list of his triumphs. He has produced a superior sample of dates, a consignment of which recently found a ready sale in Adelaide, so that he may claim to have been the first to introduce Australian-grown dates to the local market.

GERALD ALBERT WILLIAM POPE, who succeeded to the management of the Government Pro-



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MR. GERALD ALBERT WILLIAM POPE.

duce Export Department on the departure of Major Norton for England in 1906, was born at Gawler, South Australia, in 1876, and is the second son of the Rev. Henry James Pope, a Methodist minister and a past President of the Methodist Conference in South Australia. He acquired his scholastic training at Way College under Dr. Torr, and upon its completion entered the Customs Department at Port Adelaide. When the Government Produce Export Department was established in 1895, Mr. Pope was transferred to this branch of the service, and upon the appointment of Major Norton as Government Commercial Agent in London, was promoted to his present position of Manager of the Department. Mr. Pope was married in 1905 to Helen Marion, daughter of the late Mr. George Dunn, of Gumbank, Charleston.

HENRY YORKE LYEIL BROWN, Government Geologist of South Australia, was born in Syd-

ney, Nova Scotia, on August 23, 1844, and is a son of the late R. Brown, F.G.S., of London. He was educated at King's College, Windsor, Nova Scotia, and the Royal School of Mines, London. He left England for Australia in 1865, having been appointed Field Geologist to the Geological Survey of Victoria, and continued to act as such until the Department was abolished in 1869. From 1870 to 1872 he was Government Geologist of Western Australia under a two years' engagement. Mr. Brown subsequently held the post of Geological Surveyor on the Geological Survey of Canada in 1874-5. Returning to Australia he was appointed Assistant-Geological Surveyor of New South Wales in 1881-2, and served in that capacity until he was appointed to his present office in December, 1882. He is a member of the Naval and Military Club of Adelaide.

WILLIAM HENRY MATTHEWS, J.P., Goldfields Warden, Inspector of Mines, and Supervisor of Boring Operations in South Australia, was born at Cornwall, England, in 1845, and was brought to New South Wales by his parents in 1848. He acquired his elementary education in Victoria, and on completing his studies entered into mining pursuits, and joined in one of the gold rushes to the



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MR. WILLIAM HENRY MATTHEWS.

West Coast, New Zealand, in 1867. Mr. Matthews afterwards returned to Victoria, and was engaged as manager on various mines at Fryer's

Creek, and at the Castlemaine diggings. From Victoria he proceeded to Tasmania, and assumed the management of a large goldmine at Beaconsfield, in that State. Some time later Mr. Matthews relinquished that post and emigrated to New South Wales, going thence to Port Darwin, where he was engaged in tin-mining for a period covering two years. He next turned his attention to Broken Hill, but after six years' sojourn in that town, journeyed to Western Australia, where he was engaged managing a mine on the newly discovered field at Coolgardie. Mr. Matthews afterwards came to South Australia, and in 1898 was

appointed to the important position he now occupies. During his career as a mining expert, Mr. Matthews has reported on mineral properties in various parts of Australia. He has been a member of the Institution of Mining and Metallurgy, London, since 1895, and is also a member of the Council of the School of Mines of South Australia. While residing at Broken Hill, Mr. Matthews was for four years President of the Mine Managers' Association. Prior to taking his departure from that town Mr. Matthews was the recipient of a gold medal, presented by the members of the Mine Managers' Association of Australia, for

the many valuable services he had rendered. In 1890 he was for a period of twelve months President of the Mining Managers' Council at Ballarat, and on relinquishing that position the Association granted him son a scholarship at the Ballarat School of Mines. Mr. Matthews has been a Justice of the Peace for nearly a quarter of a century, and is a member of the Royal Arch Chapter, and the Faith Lodge, No 9, of Freemasons. In 1867 he was married to Grace, daughter of the late Mr. James Rowe, a well-known resident of Castlemaine, Victoria, and has a family of four children—two sons and two daughters.

AGRICULTURE.

The staff of the Department of Agriculture is as follows:—

Director and Professor of Agriculture—Professor William Angus, B.Sc.

Chief Inspector of Stock and Veterinary Surgeon—Mr. John Desmond.

Dairy Instructor—Mr. P. H. Suter.

Poultry Expert and Lecturer—Mr. D. F. Laurie.

Secretary to the Director and Inspector of Fertilizers—Mr. W. L. Summers.

Horticultural Instructor and Inspector of Fruit—Mr. George Quinn.

Besides this there are several assistant inspectors and clerks.

The establishment of the Department can scarcely be assigned to any particular time. There was no Minister of Agriculture for nearly twenty years after the introduction of responsible government, the first member of any Cabinet who had that title being the Hon. Ebenezer Ward, who was gazetted Minister of Agriculture and Education when the Boucaut Government took office on June 3, 1875. Mr. Ward held the same position in the Colton Ministry of 1876, but the title lapsed until 1892, when it was revived on the appointment of the Hon. William Copley as sixth Minister in the Playford Cabinet. Other Ministers of Agriculture have been—Hon. Dr. Cockburn, 1893-1898; Hon. R. Butler, 1898-1899; Hon. Thomas Burgoyne, 1899; Hon. E. L. Batchelor, 1899-1901; Hon. R. W. Foster, 1905, succeeded by Hon. L. O'Loughlin in the same year. The Department itself is the result of a gradual development, which began in October, 1879, when the House of Assembly passed a resolution to the effect that it was desirable to establish a School of Agriculture and an experimental farm within a short distance of Adelaide, and to appoint an experienced and skilful Professor of Agriculture to teach more rational methods of farming.

As the result of action taken under that resolution,

Professor Custance was engaged, and arrived in South Australia in 1881. In the following year Roseworthy was selected as the site of the experimental farm. Professor Custance took charge there, and got two hundred acres under crop. In view of the changes in farming methods that have taken place since that time, and especially in the use of fertilizers, it is significant that, in his first annual report, Professor Custance showed that he had obtained 21½ bushels of wheat per acre by the use of 5 cwt. of Peruvian guano and 5 cwt. of bonedust—an exceedingly heavy dressing of manure. The College buildings were commenced in 1883, and the institution was opened for students in 1895. An account of its character and progress is reserved for another chapter.

Before the actual establishment of the Department of Agriculture the necessity of instruction in other branches of agricultural work and science was recognized, and, in the absence of special officers, Mr. A. Molineux suggested the appointment of an agricultural bureau. His idea was to obtain the services of gentlemen of experience in horticultural, viticultural, pastoral, and other pursuits, to act as an Advisory Committee to the Minister of Agriculture, as well as to agriculturists generally; to gather and disseminate information; and to interchange views and experiences with regard to experimental work, etc. These suggestions were adopted, and the result was the appointment of the Central Agricultural Bureau of South Australia. The positions on this Board were purely honorary, and its value was quickly made apparent.

The Central Bureau, as it was generally termed, proceeded to establish throughout the country districts branch bureaux, the object being to secure the services of practical men to receive and impart information on agricultural matters, and also to conduct experiments. Thus the Bureau in Adelaide became as an Advisory Board the nucleus of a system with very extensive ramifications. At the present time there are somewhere

about 120 of these branches, consisting usually of about twelve or fifteen gentlemen, one of whom is secretary. These branches are entirely honorary. Their meetings are held monthly as a general rule, when matters connected with practical work are discussed by the members. Advice on the treatment of diseases in stock or crops is sought, and, when practicable, is given by the members present; but, if necessary, the Department is applied to for further information. Reports of the meetings are forwarded to the Department, and summaries are published monthly in the official *Journal of Agriculture*, which is distributed to all members of the bureaux in order to show what is being done in the

boards of the Department, at the request of the Minister, resigned, the Council of Agriculture being appointed in lieu thereof, the name of which was changed, in June, 1905, to that of the Advisory Board of Agriculture. Professor Perkins retained his position as Secretary to the Minister until August, 1904, when he was appointed Principal of Roseworthy College. Professor William Angus, B.Sc., who obtained the appointment of Professor of Agriculture, arrived here in December, 1904, and in January, 1905, was also appointed Secretary to the Minister. The relation continued until September, 1906, when the Department was again re-organized under the title of the Department of Agricul-



AGRICULTURAL COLLEGE, ROSEWORTHY.

several districts, so that knowledge may be diffused of the various practices which are being followed with success under the different conditions.

The organization of the Department of Agriculture was definitely undertaken in June, 1902, when the Government took steps to bring together under one control the various sub-departments that have been formed from time to time, and Professor Perkins was appointed as Secretary to the Minister of Agriculture. Mr. Molineux, who, up to that time, had held the position of Secretary to the Agricultural Bureau, resigned, and in order to facilitate the working of the Department the various boards, such as the Central Agricultural Bureau, the Dairy Board, and the Council of the Agricultural College, which, up to that time, were acting as advisory

boards of the Department, at the request of the Minister, resigned, the Council of Agriculture being appointed in lieu thereof, the name of which was changed, in June, 1905, to that of the Advisory Board of Agriculture. Professor Perkins retained his position as Secretary to the Minister until August, 1904, when he was appointed Principal of Roseworthy College. Professor William Angus, B.Sc., who obtained the appointment of Professor of Agriculture, arrived here in December, 1904, and in January, 1905, was also appointed Secretary to the Minister. The relation continued until September, 1906, when the Department was again re-

organized under the title of the Department of Agriculture and Intelligence, Professor Angus being appointed Director, and Mr. W. L. Summers Secretary to the Director. One of the principal objects of the Department is to supply free instruction and information on all matters connected with the agricultural industry, using the term agricultural in its broadest sense as applying to cultivation of all kinds, and the producing industries that are allied therewith. A monthly journal is published by the Department, a nominal charge of 1s. per annum being made in order to confine its circulation to interested persons—a measure that is necessary in order to keep down the expense of the publication. Besides this, bulletins and papers on various subjects are issued free of cost, and the Department supplies information

on any subject connected with agriculture to correspondents direct, in answer to their inquiries. Experimental work on a considerable scale is undertaken, not only on land specially set apart by the Government for the purpose, but also in co-operation with members of the agricultural bureaus, the general practice being for the Department to furnish the seeds, manures, and any special labour required, the farmer doing the rest of the work free of charge, and receiving any crops harvested in return. This method has been found of great value in demonstrating the utility of certain practices which have been found profitable on the State experimental farms or in other countries. Besides this, the officers of the Department from time to time visit various parts of the country districts to lecture on subjects connected with their respective branches, and are in the habit of giving practical demonstrations in such matters as permit of this being done.

Preventive measures also come within the scope of the Department, and, under the charge of Mr. George Quinn as Horticultural Inspector, all fruit and plants coming into the State are examined by a staff of inspectors, in order to prevent the introduction of insects or plant-diseases not already existing in this State. These measures are specially directed to guard against the invasion of our orchards, gardens, and vineyards by such pests as fruit-fly and phylloxera, which have done untold injury to the fruit and vine-growing industries in other countries, and have unfortunately obtained a lodgment in the eastern States. A scale of fees is charged for this inspection work, which is intended to cover its cost.

Experimental work is conducted not only at the Roseworthy College farm, but in other suitable localities. A farm for that purpose, comprising over 1,000 acres of land, has been obtained at Kybybolite, in the South-East, and placed under the charge of Professor Angus, with Mr. S. H. Schinckel as farm manager. The object is to undertake experiments in respect of the cultivation and utilization of the land in that part of the State. As the farm was only acquired recently, the work performed hitherto has been chiefly of a preparatory character. A block of eighty acres has also been acquired at Parafield, not far from the railway line, a few miles north of Adelaide, and placed under the control of the Department as a station for wheat research. The object is to conduct experiments in the crossing and improvement of wheat and other cereals. Operations here have been only recently commenced. A further experiment is in progress on a block of the reclaimed swamp land near Murray Bridge, in order to test the possibilities of this land for intense culture.

Splendid service has been rendered to the South Australian farmers, and, through them, to the general public, by the work of the Department in first proving the value of artificial manures, and next in securing the quality of the supply. The impulse given to wheat-

growing, and its increased profitableness, have added millions to the aggregate natural wealth. When the use of phosphatic fertilizers was demonstrated to be profitable there naturally arose a desire for the Government to take steps to protect purchasers of manures against the possibility of fraud, and in 1894 an Act was passed with this object in view. This Act, however, threw upon the purchasers the responsibility for seeing that vendors complied with the law, and it was found that under such circumstances it was practically a dead letter. In consequence of this an Amending Act was passed in 1898, which provided for the appointment by the Government of inspectors, with power to take samples of fertilizers on the market, have them analyzed, and, in the event of fraud being detected, to take such action as the law allowed. Under this Act, Mr. W. L. Summers, of the Agricultural Department, was appointed Inspector of Fertilizers. The Act of 1898 was the first really workable Fertilizers Act passed in Australia in which the duty is undertaken by the Government of adopting measures for the preservation of adulteration, and the necessary powers are obtained. Slight amendments have been found necessary in order to secure more efficient working, but the chief provisions are that all vendors are required to furnish the inspector each year with a statement of the manures they sell, together with their guaranteed constituents. Vendors are also required to brand all packages of manure for purposes of identification, and to supply to all purchasers invoices which must show the guaranteed analysis. Power is granted to the inspector to enter any premises where fertilizers are manufactured or kept, and to take samples for analysis. The Department is empowered to publish in such manner as may be desirable the results of these analyses, and it also has the right to prosecute in any case of manure being inferior to the guarantee. The objects aimed at by the Parliament in this legislation are to secure to the purchasers an article equal to what it is represented to be by the vendors, and at the same time to protect honest manufacturers and merchants against unfair practices on the part of others who are less scrupulous in their dealings. The inspector's reports show that the Act has generally achieved its purposes, and that the fertilizers sold in South Australia are in nearly every case actually of higher quality than they are guaranteed to be. The protection afforded by the Fertilizers Acts, and their administration, have undoubtedly been responsible for the marked development in the use of manures in this State. *The Journal of Agriculture* for 1906 contains a table showing how the use of fertilizers has increased during the last ten years, and if figures for the first and last years of the decade be placed in juxtaposition, the altered method of farming is strikingly exhibited. In 1897 there were 3,000 tons used for 60,000 acres, but in 1906 the quantity was 59,000 tons, and the area treated was

estimated to be 1,321,000 acres. The result was seen in the splendid harvests which were reaped from an increased acreage of land under cereals, and the higher

average yield per acre, contributing very largely to the general prosperity of South Australia and the wealth of the community.

ROSEWORTHY AGRICULTURAL COLLEGE AND FARM.

The staff of this institution is as follows:—

Principal and Lecturer on Viticulture—Professor A. J. Perkins.

Lecturer on Agriculture—Professor W. Angus, B.Sc.

House-master, Lecturer on Natural Science and Book-keeping, and Secretary—Mr. F. W. Russack.

Lecturer on Chemistry and Physical Science—Mr. W. R. Jamieson, B.Sc.

Lecturer on Veterinary Science—Mr. J. Desmond.

The substance of the following account of the Roseworthy College and Farm is taken, with some abridgements, from an article in the *Public Service Review* of December, 1906, by Mr. Russack. The first movement on behalf of agricultural education in South Australia was initiated about thirty years ago by a few far-seeing men, who anticipated the future needs of rural industries, and began to lay their plans accordingly. They saw, and represented to others, that South Aus-



MOWERS AND BINDERS AT WORK, AGRICULTURAL COLLEGE, ROSEWORTHY.

Lecturer on Horticulture—Mr. George Quinn.

Lecturer on Surveying—Mr. J. Paull.

Lecturer on Poultry—Mr. D. F. Laurie.

Lecturer on Dairying—Mr. P. Suter.

Lecturer on Wool-classing—Mr. W. J. Matthews.

Superintendent of Vineyard and Orchard—Mr. H. E. Laffer.

Superintendent of Farm and Live Stock—Mr. J. P. Richardson.

Clerk—Mr. C. J. Thomas.

Dairy Instructor—Mr. H. J. Apps.

Assistant Experimentalist—Mr. W. J. Spafford.

Teacher of Blacksmithing—Mr. J. L. Williams.

Head Gardener—Mr. S. Webb.

Stockman—Mr. J. Hocking.

Poultryman—Mr. W. R. Day.

tralia was essentially a producing country, dependent on the products of the land rather than manufactures, and that while the area under cultivation was increasing from year to year, the soil was imperfectly tilled, and the customary method of farming crude and primitive. Lack of variety in the crops, and the unsatisfactory character of the yield, were features that could not fail to arrest attention. It was seen that education and science were being applied to all other industries, and recognized that the time must soon come when farmers also would have to apply scientific skill and knowledge to their work, or else fall behind in the onward march.

As a direct outcome of these considerations, the Hon. F. Basedow, in October, 1879, succeeded in inducing Parliament to sanction the establishment of an experimental farm and agricultural college. After some de-

lay, Mr. J. D. Custance, M.R.A.C., F.C.S., was engaged in England to take the position of Professor of Agriculture, and soon after his arrival in South Australia the Government of the day selected a site for the college, about four miles west of Roseworthy Station, seven miles from Gawler, and thirty-three miles from Adelaide.

A farm of 830 acres was purchased, more than half of its area being covered with mallee scrub, and there, in 1881, Professor Custance began his work of demonstration and experiment. In trying to solve the problem—How is South Australian agriculture capable of improvement?—Professor Custance concluded that he could best promote scientific methods by reaching the rising generation of farmers. He therefore induced the Government to establish a college on the farm, and in 1883 the erection of the present main building was

W. Lowrie, B.A., B.Sc., was appointed Principal of the College and Professor of Agriculture, and when he reached the scene of his labours he found such a condition of things that he felt inclined to turn his back upon it at once. Instead of doing so, he grasped the problem before him with such energy that new and vigorous life was infused into the College, and established it in public favour. The struggle was hard, but had been crowned with a fair measure of success when he resigned, in September, 1901, to take up an appointment in New Zealand.

The next Principal was Professor Towar, M.S., of Michigan, United States of America, who arrived in May, 1902, but found himself unable to work satisfactorily in the conditions by which he was surrounded, and, after two years, resigned his position.



ALMONDS IN FULL BLOOM, AGRICULTURAL COLLEGE, ROSEWORTHY.

begun. It was not, however, until February, 1885, that the college was opened to students.

The first Principal, Professor Custance, had much opposition to overcome, and many difficulties to contend with, but, despite obstacles and a strong popular prejudice against the institution, he did excellent work. Not only are some of his old students among the leading pioneers of the State, they are found to-day carrying into practical effect many of the methods recommended by Professor Custance, and ridiculed by farmers years ago. The official reports of his work and aims prove that if Professor Custance was misunderstood, it was only because he came to the State before the farmers were ready to profit by his advanced teaching. Towards the end of 1886 he resigned his position in order to return to England.

An interregnum of over a year occurred before Mr.

The present Principal, Professor A. J. Perkins, was appointed in August, 1904, after a previous connection with the College as teacher extending over twelve years. The progress under his management has been rapid and substantial. The institution has grown and expanded in all directions. The accommodation having been taxed to the utmost, new buildings have had to be erected, and it is now fully recognized that the College is doing a work of real value to the State.

Since its foundation, about 430 students have passed through the College, of whom 124 hold its diploma. When the College opened in 1885 there were 15 students. In the course of his report at the annual break-up on March 27, 1907, Principal Perkins stated that the number in 1895 was 20, and in 1905 it was 40. The rapid increase in the last three years is highly encouraging. There were 60 students in 1905-6, and 71 in 1906-7.

The objects of the College, as stated in its prospectus, are:—

1. To train young men for the practice of agriculture, horticulture, and dairying.

2. To conduct experiments with a view to the advancement of the rural industry of South Australia.

Though the institution is thus avowedly a technical College, its purpose being to qualify students as agriculturists, the authorities take a broad and liberal view of their duty, and the necessary means for carrying it out. They recognized that an agriculturist should be an educated man in the widest sense of the term, and, accordingly, the methods of teaching and the curriculum are designed to draw out the faculties of the students, to widen their interests, to enable them to think clearly, and to give expression to their ideas. Besides this, they perceive that as an agriculturist comes exceptionally close to Nature, and depends so much for his success on his knowledge of Nature's laws, he should have a thorough training in Natural Science, which they endeavour to give.

The curriculum includes chemistry and botany—subjects to which agriculture is indebted at almost every turn. Anatomy and physiology are also taught, because of their part in the breeding and feeding of live stock and of veterinary work. Entomology is also a part of the course. Mathematics and physics are introduced, because required in the calculations of volume and areas, in draining, levelling, and road-making, the use and maintenance of machinery, and the like. English is given a place, that the future farmer may equip himself by making use of advancing knowledge, and be able to hold his own in bureaus, district councils, or politics, as occasion may arise. All these are provided

for by the College in its time-table, and its library affords ample scope for general as well as scientific and technical reading. The following subjects are also included:—General agriculture and live stock and viticulture, œnology, fruit-culture, elementary veterinary science, dairying, poultry-farming, book-keeping, surveying, wool-classing, and general rural economy.

Practical as well as theoretical instruction forms a part of the regular course. Subjects are not only illustrated in the laboratory, but also by eight hours of labour in the open air in each of three days in the week. Science and its application go continually hand-in-hand. Provision is made for physical development, by means of manly sports, as well as work on the farm, and football, cricket, and tennis are freely patronized by the students, who have also a rifle range and swimming-baths.

The main College buildings, which form a conspicuous landmark visible for many miles, were erected at a cost of £7,000, and, as required, there have been extensive additions from time to time. The most important adjunct is the farm, which now comprises 1,430 acres. Of this area, 122 acres are devoted to experimental plots, 556 acres are devoted to general farm crops and varieties; there are 300 acres of farm fallows, and 350 acres available for grazing. Thus agriculture, horticulture, and viticulture are carried on in such a manner as to yield instruction, and the live stock, including horses, cattle, sheep, and pigs, afford useful object lessons also. The same results are obtained from the dairying and poultry-farming departments. A student who makes good use of his time receives a full equipment for any branch of the producing industries which inclination or circumstances may induce him to enter, and will not be limited to a single line.

Professor WILLIAM ANGUS, B.Sc., Director of Agriculture for South Australia, is of Scottish birth and parentage. He was born at Aberdeen in the year 1871, and belongs to a family which has been associated for several generations with the farming industry of the east of Scotland. Professor Angus commenced his technical education at the Aberdeen Training College, and continued it at South Kensington, London, finally completing his academic career at the University of Aberdeen, where he took the Bachelor of Science degree. Within a comparatively recent period the importance of a full course of agricultural education has been more clearly recognized in Great Britain, and there are now several large institutions established expressly for that purpose. Professor Angus received as his first important appointment that of Lecturer in Agriculture at Perthshire, Scotland, under the aus-

pices of the West of Scotland Agricultural College in Blythswood Square, Glasgow. He subsequently



PROFESSOR WILLIAM ANGUS.

accepted an offer of the position of assistant professor of agriculture in the University of Leeds in Yorkshire, and remained there three years, and was afterwards for a short time Principal of the Cheshire County Council Agricultural College. Among other movements having the same general purpose in Great Britain is the development of agricultural organization, which has extended throughout the United Kingdom, and Professor Angus took part in it, removing from Cheshire to Essex, where he was Organizing Lecturer to the County Council. His career in the old country familiarized him with agricultural operations in different localities, and he was also a member of both the Agricultural Education Association and the Highland Agricultural Society. When Professor Angus came to South Australia, therefore, in 1904, he brought with him an exceptionally complete equipment for

the duties of Secretary for Agriculture, to which he was appointed in 1905, and which has recently been changed to that of Director of Agriculture. He last year received the *ad eundem* degree of Bachelor of Science at the Adelaide University, and he is Secretary of the Agricultural Section of the Society for the Advancement of Science in Australia, the meetings of which were held in Adelaide in January, 1907.

ALBERT MOLINEUX was born at Brighton, Sussex, England, on July 11, 1832, he being the eldest son of the late Mr. Edward Molineux, who carried on business as a boot and shoe manufacturer in the above-named town. The subject of this memoir arrived in the colony with his parents in the barque "Resource," in January, 1839. After leaving school, he went to work on a farm at Klemzig, on the opposite side of the Torrens to Payneham. Leaving farming, he was apprenticed as a printer, and, after serving his time, worked at his case until 1851, when he emigrated to the Victorian diggings, doing fairly well for four years. On his return to Adelaide he accompanied his father to the farm on the River Gilbert for a year, and returned to Adelaide, and worked at his trade at the Government Printing Office, the *South Australian Register*, and Messrs. Vardon and Pritchard's. Mr. Andrews having discontinued the publication of *The Farm and Garden*, Mr. Molineux resuscitated it under the title of *The Garden and Field*, the first number being issued on August 10, 1875. Shortly after this he had the appointment conferred upon him of agricultural editor of *The South Australian Register* and *Adelaide Observer*, a position which he occupied until 1891, when he was obliged to relinquish it and dispose of *The Garden and Field*, in order to devote all his time to the Agricultural Bureau, which he had been instrumental in establishing, and of which he was the first General Secretary. For nearly thirty years Mr. Molineux was closely associated with all advance movements in connection with agricultural progress in South Australia. He has probably written more on this subject and exercised a wider influence on progressive agriculture than any other man in South Australia. While he was General Secretary of the Bureau of Agriculture he visited the various

agricultural centres, lecturing on a modern system of dairying, and in eighteen months he succeeded in inducing the farmers to form thirty-two co-operative dairying companies. This led to the adoption by the Government of a bonus for export on butter, necessitating the establishment of a refrigerating-chamber for its reception and cooling, and eventually to the export of frozen lambs and other produce. This business, under the auspices of the Government, has assumed very large proportions, and its success is now permanently assured. Mr. Molineux also turned his attention to the spraying of fruit-trees as a method of destroying insect and fungus pests, which had become so prevalent as to threaten the actual



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Adelaide.

MR. ALBERT MOLINEUX.

existence of the fruit-growing industry. In the Barossa district alone, through the general adoption of spraying, it is estimated that at least £10,000 per annum has been saved to the fruit-growers; while optimists declare that it is fully £20,000. Through the establishment of the Bureau of Agriculture farmers have been brought into closer union, and the system has been almost generally adopted of using commercial fertilizers, especially phosphatic manures. In regard to wheat-growing, Messrs. Cudmore & Parsons, near Minlaton, Yorke Peninsula, tried the experiment of sowing a small quantity (about fifty pounds) of superphosphates per acre with the seed-wheat, the object being to stimulate its growth, so that it might

smother the weeds. The effect was most satisfactory, the crop being doubled. Messrs. Correll Brothers, farming near the same place, followed the example of Messrs. Cudmore and Parsons, and reported satisfactory results to the Minlaton Branch of the Agricultural Bureau. This report was published in *The Journal of Agriculture*, and, in the following year several other branches adopted the practice with equally gratifying results. During the next season the demand for superphosphates exceeded all the expectations of the merchants. Since then the supply has been fully equal to the demand, owing to the discovery of rich deposits of phosphatic rock in various parts of the State; and the imports of phosphatic manures have, in consequence, been greatly reduced. Mr. Molineux severed his connection with the Bureau of Agriculture in 1902, when he reached his seventieth year. He was then appointed a life member of the newly-constituted Council of Agriculture, the name of which was, on the recommendation of Professor William Angus, the Secretary of Agriculture, altered to that of the Agricultural Board of Advice. Mr. Molineux is also a life member of the Royal Agricultural Society of South Australia and of the South Australian Zoological Society. Having always been a close observer, a keen sportsman, and a lover of Nature, he has, in a desultory manner, extended the knowledge of the natural history of the State, and has been the means of introducing to scientific notice many new species of animals and plants. He constructed the first trawl-nets used for natural-history purposes in the State, and with it secured, during the first week of its use, some forty species of fish new to South Australia, many being new to science. These were described by Count de Castelnau, then in Melbourne. He also secured the specimens from Kangaroo Island by which the Royal Society obtained the honour of being the first to publish the method of reproduction of the native porcupine (*Echidna hystrix*), the investigation being made at his suggestion. Mr. Molineux was also instrumental in securing the skeleton of the Pigmy Whale (*Neobalaena marginata*) for our Museum, it being then the only perfect specimen in any museum. In 1893 he persuaded his nephew, who was looking into the interior, to keep a look out for anything strange, and send

it down. The result was the discovery of the marsupial mole (*Notoryctes typhlops*). In recognition of his services in this and in

other ways, Mr. Molineux was elected a Fellow of the Linnæan Society of Great Britain, being nominated thereto by Baron Sir F. von Müller

and Mr. Charles French. Mr. Molineux belongs to the MacDonnell Lodge of Freemasons, Glenelg. He has been married, and has one son.

THE ZOOLOGICAL GARDENS.

It is a frequent boast of Adelaide citizens that they have the largest and best Zoological Gardens in the whole of Australia, and that this position has been attained with the smallest assistance from the Government in the way of subsidies. Whether the comparison be sustained or not, it illustrates the estimation in which the fine collection of animals and their attractive surroundings are commonly held. In this as in many other matters the generosity of public-spirited gentlemen has found an outlet, not only in handsome contributions, but in judicious and long-continued personal service.

Nearly thirty years ago the Zoological and Acclimatization Society was founded, with the object of providing recreation and instruction for the residents of Adelaide, and also pursuing experiments in acclimatization.

The financial basis of membership is an annual subscription of one guinea. The Zoological Gardens may be regarded as the tangible result of the work of

this Society. His Excellency the Governor is Patron; its President for many years was Mr. Henry Scott—lately succeeded by Mr. Simpson Newland; there is a



Photo by H. Krischock.

JAGUAR (*FELIS ONCA*), ADELAIDE ZOO.



Photo by H. Krischock.

LION (*FELIS LEO*), ADELAIDE ZOO.

committee, consisting of the President, Vice-Presidents, Mayor of Adelaide, twelve gentlemen elected by the subscribers, one-third of whom retire annually, but are eligible for re-election, and three who are appointed by the Government. On five days in the week a small admission-fee is charged, but on Saturday the gardens are free to all comers, and the privilege is very extensively used. The amount raised by subscriptions, gate-money, and otherwise is subsidized by the Government, and the financial management is in the hands of a special committee.

The gardens owe very much of their attraction, and the collection of animals a large share of its excellence, to the intelligence and zeal of the Messrs. Minchin—father and son—who have held the position of Director for many years. The present Director, Mr. A. C. Minchin, who succeeded his father in that position, has

been associated with the gardens during the greater part of his active life, and his success in dealing with the extremely diverse types of animated nature under his charge has admittedly been very great. Year after year he has worked out well-considered plans, with the result that the housing of costly and rare specimens, the provision for their comfort and well-doing, and the general arrangements of the large establishment for which he is chiefly responsible, command universal admiration. Mr. Minchin, recognizing that living creatures are at their best when in their natural habitat, has sought to supply the most favourable conditions possible on that principle. At the same time, the spectators have necessarily been considered, and the result is that visitors from far as well as near are unstinted in their praise.

The situation of the gardens is admirable, lying as it does close to one of the main thoroughfares between South and North Adelaide, only two minutes' walk from a tramline, and not much more from the Exhibition Building on North Terrace. Visitors who approach by the latter route pass through an avenue of plane-trees which has few, if any, successful rivals in Australia.

ALBERT C. MINCHIN, director of the South Australian Zoological and Acclimatization Society, who succeeded his father in the position he occupies, may be said to have inherited the ability to fulfil its duties so much to the public advantage.



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Adelaide.

MR. R. E. MINCHIN.

He was born at Bacchus Marsh, Victoria, on September 24, 1857, and is the only surviving son of the late Mr. R. E. Minchin. Mr. A. C. Minchin, the subject of this notice,

having received his education under Mr. J. Whinham, spent some time in the office of Mr. G. W. Cotton, a well-known land agent. He was for a number of years with Messrs. Green & Co., but afterwards entered into business on his own account in partnership with Mr. Tolley, who had also been associated with Green & Co. as head surveyor, and the firm of Minchin & Tolley had a good measure of success. His father made several trips to Europe, India, and the East, in the discharge of his duties as Director of the Acclimatization Society, and Mr. Minchin acted as Hon. Director during his father's absence. In this way he was not only brought into touch with the objects and operations of the Society, but familiarized with the multifarious details connected with the organization and establishment of the Zoo. In the founding of this eminently popular resort, the planning of its arrangements, and the work of bringing together the collection which has yielded so much instruction and delight, Mr. Minchin took a direct and active interest. On the death of his father in 1890 he was appointed Director, and, by the sustained and successful character of his arrangements has amply justified the selection. What was only a short time ago an unsightly stretch of waste land in a dead angle on the banks of the Torrens, has become alike interesting

The tract of ground that is occupied is bounded by the River Torrens on one side and the Botanic Park on the other, and a more charming programme for a leisure day can scarcely be imagined than a saunter through the Botanic Garden to begin with, until the eye is satiated with floral beauty; a stroll among the giant trees in the adjoining park, for a change; and finally a visit to the numerous cages, tenements, and enclosures of the Zoo.

Mr. Minchin, it should be mentioned, has not only achieved great things in dealing with the representatives of beast and bird life in great diversity that are under his care. There is a kind of friendly rivalry between himself and Mr. Holtze, the Director of the Botanic Gardens, and the flora as well as the fauna of the Zoo testify to his zeal. To institute a comparison between these two popular pleasure resorts would be obviously unfair, for each has advantages which the other does not possess, but they are locally near enough together to be associated in the general appraisal, being, in fact, connected rather than divided by the intervening park, and they deservedly enjoy the unbounded approval of the public for whom they exist.

and beautiful, the admiration of visitors, and a never-failing source of pleasure to young and old, the result of the labours of father and son. Mr. Minchin is one of the Commissioners of the National Park, which is also steadily becoming



Freeman.

Sydney.

MR. ALBERT C. MINCHIN.

ing more fully adapted for its healthful and recreative purposes. In 1889 he married Florence Scammell, third daughter of Mr. L. Scammell, of Messrs. Faulding & Co.

THE BOTANIC GARDENS.

The Botanic Gardens are controlled by a Board of Governors, consisting of eight gentlemen, three of whom are *ex officio*, viz., the Speaker of the House of Assembly, the Mayor of Adelaide, and the President of the Royal Agricultural Society. The other five are appointed by the Government, and at present these members are Mr. T. H. Brooker, J.P. (Chairman), the Right Hon. Sir Samuel J. Way (Chief Justice and Lieutenant-Governor), Mr. A. M. Simpson, J.P., and Messrs. S. J. Mitchell, M.P., and W. D. Ponder, M.P. The Director and Secretary is Mr. Maurice William Holtze, F.L.S., Ph.D., who was appointed to that position in 1891.

The establishment of a Botanic Garden for the instruction and recreation of the citizens was a part of the original plan that was outlined on the other side of the world, when Adelaide itself only existed in name, and the locality it would occupy was altogether unknown. Excellent judgment was displayed in the choice of its situation, on the banks of a tiny watercourse, which, however, now only lives up to its name for a short time in the year in the season of heavy rains, and so near to the people for whom it chiefly exists that its main entrance is only across the street from the north-east angle of the city.

Forty-six acres of ground are covered by the Gardens themselves, exclusive of the Botanic Park immediately adjacent, and they were so laid out by Mr. George Francis, the first Director, in 1855, as to make the most of their natural features, and convey an impression of still greater extent. The style adopted was half English and half French, and from a very early period the Gardens elicited the warm admiration of visitors, which they have never since failed to secure. One of the most suggestive comparisons made by the many distinguished guests who have recorded their impressions of things Australian which they observed was that of Mr. Anthony Trollope, who, turning to his favourite pursuit for similes, likened the Sydney Gardens to a well-told tale, those of Melbourne to a scientific treatise, and the Adelaide Gardens to a poem.

Adelaide is said to be proud of its Botanic Gardens, and not without reason, for everyone admits that it is more beautiful than any other in Australia. It has had the advantage of continuity of service on the part of those who have been mainly responsible for it, for, though over half a century has elapsed since it was planted, there have been only three Directors in that time. Mr. Francis supervised for ten years the work he had begun, and on his death Dr. Schomburgk was appointed as his successor. He discharged his duties with skill and enthusiasm for twenty-five years, and

when his death occurred, in 1891, the present Director, Mr. Holtze, took his place.

Each of the above-named gentlemen brought science and good taste, together with genuine interest, to his allotted task. Much of the land as Mr. Francis found it was unreclaimed bush. There are still standing giant eucalypti—forest monarchs—to suggest the transformation that has been effected. During Dr. Schomburgk's *régime*, not only was the plan extended and developed, but other improvements were carried out. Green-houses, ferneries, and stovehouses were erected, the Victoria Regia House, which for its splendid blooms has become famous all over the world, and the spacious palm-house were added. The Museum of Economic Botany was built and stocked with its instructive collection. The rosary, which now exhibits such a gorgeous wealth of bloom, was planted, and Nature kindly aided in a multitude of minor details. Mr. Holtze has taken up the work of his predecessors in the spirit they manifested, and with corresponding success.

There are many pleasure resorts in and near Adelaide, but none of them have such extensive and unbroken popularity as the Botanic Gardens, especially since the area of about 80 acres, between the Gardens and the Zoological Society's Grounds, was made available for a similar purpose in 1880. This tract of land was laid out and planted with thousands of exotic and native trees, beneath the shadow of which crowds of people usually gather on Sunday afternoons, as in the Sydney Domain.

Generous citizens have aided the Board of Governors and the Directors to make the Gardens both beautiful and convenient. Statuary and fountains add their charm to the scene, and the handsome refreshment kiosk, erected at a cost of £1,200 by Mr. A. M. Simpson, and presented to the public, is appreciated for its utility as well as its appearance.

There are altogether fifteen glass-houses and five shade-houses in the Gardens, all of them well stocked. The large palm-house is an object-lesson in itself. In the Victoria Regia House, specially constructed for the wonderful aquatic plant whence it derives its name, and where many other tropical plants are grown with success, there is said to be one of the largest collections of water-lilies in the world. Education is provided in the Museum close at hand, which contains many thousands of specimens illustrating the science of Economic Botany, and an herbarium, containing about 20,000 varieties. The Gardens, with all their attractions and pleasures, have always been open to the public free of charge.

MAURICE WILLIAM Terrace East, Adelaide. The beautiful Botanic Gardens, of which Mr. Francis originally laid out by the late
HOLTZE, F.L.S., Ph.D., etc., Director of the Botanic Gardens, North Adelaide may well feel proud, were comparatively limited area, and, later, were largely

added to by his successor, the late Dr. Richard Schomburgk, who had made a special study of botany in Germany. With the knowledge gained in his native country, the doctor, with characteristic enthusiasm, set to work to beautify the area under his control, and succeeded in making it one of the most beautiful spots in or around Adelaide. He also converted the large area known as the Botanic Park from a primeval forest into an attractive enclosure possessing charm-

ing drives through fine avenues and lofty gumtrees, the shade of which is welcomed by the many thousands who visit the Gardens during the year. Dr. Schomburgk continued in his congenial task up to the time of his death in 1901. The present Director, Mr. M. W. Holtze, was born at Hanover, Germany on July 8, 1840, and commenced his education at the Hildesheim and Osnabrück Gymnasium (Latin school), finishing at the Technical Commercial High School. He sub-

sequently took up the study of botany under Professor Leunis, in addition to which he gained a thorough insight into horticulture at the Royal Gardens of Hanover and the Imperial Gardens of St. Petersburg. Mr. Holtze came to Australia in 1872, landing at Port Darwin, and, shortly after, accepted the position of Curator of the Botanic Gardens. For 18 years he continued to hold that position, only relinquishing it in June, 1891, to accept the post he now occupies.

THE NATIONAL PARK.

The National Park—one of the choicest possessions of the people whose homes are in or near Adelaide—is under the control of a Board of twelve Commissioners, five of whom are designated permanent, and seven *ex officio*. The permanent members of the Board are Sir E. T. Smith (who has been Chairman from the commencement, except when absent from the State), Mr. Alexander McDonald, M.P., Mr. W. Gooch, Dr. T. K. Hamilton, and Mr. Fred W. Bullock, J.P. The *ex officio* members are the Commissioner of Crown Lands, the Mayor of Adelaide, the Conservator of Forests, the Directors of the Botanic and Zoological Gardens, and the Presidents of the Royal Society and the Royal Agricultural and Horticultural Society.

The corporation thus constituted was created by "The National Park Act" of 1891, which also conveyed to the Commissioners the tract of land which was formerly known as the Government Farm and Forest Reserve, to be held by them for the sole purpose of a national recreation and pleasure ground. Full powers were given to the Commissioners to utilize the property in the best possible manner towards securing the accomplishment of the purpose for which it was dedicated. They were empowered to provide for the conservation of water, for sports and games, landscape-gardening, enclosures for animals, the formation of roads and paths, the erection of pavilions, rotundas, summer-houses, lodges, etc., and to do anything necessary for the public enjoyment. Two necessary restrictions, however, were laid upon them. They were not to incur expense unless the money was voted by Parliament, and there was to be no licence for the sale of intoxicating liquors in the Park.

It was only as the result of a long and persistent struggle on the part of patriotic gentlemen who succeeded in obtaining effective allies that this national boon was secured. As long ago as 1877 the idea took possession of the mind of Mr. W. Gooch that setting apart the property known as Government Farm at Belair for a public recreation ground would be a great benefit to the people of Adelaide, and thenceforward his efforts to secure this object were sustained with

energy. The passing of the Nairne Railway Act of 1878 made the task a little easier, as the line was surveyed to go through the farm, but a strong desire sprang up in certain quarters to have the land cut up into blocks and sold, which had to be combatted by all the influence it was possible to command. The project was brought before the public by means of commendatory articles in both the daily papers, the editors being induced to pay visits of inspection to the locality, which aroused their interest in the proposal. Several friends of the scheme caused a memorial to be prepared and presented to the Commissioner of Crown Lands, praying for the removal of the farm from Crown lands as a preliminary step, and this was signed by 213 persons. Much of the trouble, and nearly all the expense (£13), fell on Mr. W. Gooch, of whom it was afterwards said that he had done more to conserve the National Park for the public than any other dozen men, having worked for it "with the industry of an ant, the smartness and persistency of a mosquito, the strength of an elephant, and the engaging diplomacy of a fox-terrier—an animal that is more diplomatic than a Russian." One result of the deputation which presented the memorial was that a Bill prohibiting the sale of Government Farm was introduced in the House of Assembly by the Hon. Alfred Catt in 1882, where it met with strong opposition, but passed, only to be rejected by the Legislative Council, though in the following year a similar Bill was assented to. The first National Park Bill, brought before Parliament in 1890, was rejected, but public opinion was growing in favour of the scheme. The possibilities of the Park were demonstrated by several picnics—two by the A.N.A. in particular—and eventually the Act by which the estate was dedicated was assented to in 1891.

No more suitable site for such a purpose could possibly be selected. In area it comprises about 2,000 acres of charmingly-diversified hills and valleys. It lies open to the south-west breezes, and is so salubrious that Governor Daly spent many months of his life there. Its climate is that of the hills, and though so high above the sea level, it is close to the city, the distance being only eight miles by road and thirteen miles and a half

by the railway. An hour's drive, or a journey of about half that time by train, lands the visitor at the entrance gates. For such a gathering as a picnic, whether as lilliputian as a family party, or of the mammoth variety that is organized by a great city firm or social organization, the Park is almost ideal. There is space enough for games such as foot-races, cricket, tennis, football, etc., on the flats, while the gullies and hillsides offer invitations to a leisurely stroll among the peppermints, gums, stringybarks, wattles, blackwoods, and sheaoks with which they are thickly clothed. Portions of the enclosure are still in a state of nature, while pines and

and since then £350 per annum. Only one donation (£100 from Mr. Joseph Fisher) has been received, and it was spent in the erection of a tiled pavilion at a locality known as Long Gully.

Out of the resources at their disposal the Commissioners have erected a neat caretaker's residence, lodges at each of the entrances, two pavilions capable of seating 400 persons at table at one time, shelter-sheds, arbours, refreshment-rooms, dressing-rooms, with all necessary accommodation, on which £3,260 has been spent. Roads over six miles in extent have been constructed, a considerable portion being overshadowed by



ENTRANCE TO NATIONAL PARK (NEAR BELAIR RAILWAY STATION).

other imported timber trees, and shrubs add to the beauty of the scene.

No visitor can fail to see that the Commissioners have discharged their trust with skill and fidelity. Entrance to the Park is free, but a small charge is made for the use of the various appliances that have been provided in the interests of excursionists. The revenue from this source has never been large. Other chief sources of income have been fees for depasturing horses and for the sale of wattle-bark. The Government subsidy has not been excessive. The amount of £1,000 was granted for one year, £500 per annum for seven years,

avenues of trees. These roads lead to the principal oval, the favourite gullies, and other picturesque parts of the Park. The largest oval comprises four acres, and there are three smaller ones, all provided with cricket pitches. Twenty tennis courts are located in various places, and the charge being only 2s. 6d. for the day, including use of net, they are extensively patronized.

Pines and other exotic trees have been planted in great numbers, though the work of rearing young trees is somewhat costly, as they have to be guarded from horses, hares, etc. The ornamental tree-planting, how-

ever, goes on from year to year, and increasingly augments the natural beauties of the Park. Care is constantly taken not to destroy the charm of natural wil- lows presented in some parts. "Long Gully," which is two miles long, is a popular rendezvous. The creek running through it flows for eight months of the year, and the surrounding hills are bold, rugged, and picturesque. A project has been mooted for enclosing a portion of the Park as a native-game preserve, but the necessary expense has compelled its postponement. Hitherto, the native flora have been carefully guarded

against the depredations of visitors, and wild flowers bloom in abundance.

The water supply is excellent and abundant, being obtained from numerous wells and underground tanks. Vast crowds show their appreciation of the Park during the season, and especially on Saturdays and half-holidays. To facilitate excursions and Sunday-school picnics special trains are run on Saturday mornings at reduced rates, and they are well patronized. In all their arrangements the Commissioners have made the interests of the public their first consideration.

THE PHYLLOXERA BOARD.

The Phylloxera Board consists of the following gentlemen, the first five of whom have been elected by the taxpayers to the Phylloxera Fund, the other two being appointed by the Government:—Messrs. T. Hardy, J. Christison, S. O. Smith, O. Seppelt, J. G. Kelly, and J. Darwent, Professor Perkins, and Mr. G. Quinn. The Inspector is Mr. H. Lowcay, and the Secretary Mr. W. G. Auld.

The Phylloxera Act was passed at the end of the session of 1899, as the result of an agitation which had been going on for some years previously among the principal vigneron of South Australia, in favour of legislative measures to prevent the introduction of the dreaded *Phylloxera vastatrix* among the vineyards of this State, and to promptly deal with it should it make its appearance at any time. The anxiety and efforts of these gentlemen were fully justified by the knowledge that there was not a vine-growing country in the world that had not been attacked by the disease. The fact that it was known not only to exist but to have made rapid progress in Victoria added to the energy of the appeal for legislative protection. It was recognized that a successful invasion by the enemy would result in widespread disaster, and possibly involve the entire destruction of flourishing vineyards.

The act provided for the appointment of a Provisional Board, which consisted of the following gentlemen:—Messrs. T. Hardy, G. F. Cleland, H. M. Martin, W. P. Auld, H. Büring, B. Seppelt, M. W. Holtze, and Professor Perkins. The Provisional Board held office until the elective Board, as given above, was chosen by the taxpayers. Mr. Thomas Hardy was the first Chairman of the Board, and retained that position for some years, until his visit to England, when Mr. J. Christison took his place.

Provision was made in the Act for the establishment of a fund by the imposition of a special tax wherewith to fight the disease in case of necessity, and also to afford nominal compensation when required. The tax is as follows—3d. per acre on all vines from two to four years of age; 6d. per acre on vines from four to eight years old; and 10d. per acre on vines over eight years; in addition to which winemakers and dis-

tillers pay 6d. per ton on all grapes purchased by them. Owing to an unfortunate mistake in one of the clauses the tax could not be collected in 1900, so that the fund was not instituted until 1901.

Vignerons throughout the State, with a few exceptions, welcomed the passing of the Act, and South Australia has frequently been complimented by the unfortunate vinegrowers of Victoria on the excellence of its legislation in regard to this subject. An Inspector of Vineyards was promptly appointed, and the position was obtained by Mr. Henry Lowcay, who was engaged for many years in the phylloxerated vineyards of France, and afterwards had considerable experience in the infected vineyards of the Cape. The wide range of country over which his duties extend keeps him busily employed.

South Australian vineyards have been divided into six districts. No. 1 comprises those in the Sturt, Happy Valley, Reynella, and adjoining country; No. 2 takes in Gawler, Willaston, Lyndoch, Stockwell, Greenoch, Nuriootpa, and Tanunda; No. 3 includes the region beyond Tanunda, through to Angaston, and thence to the river settlements and Renmark; No. 4 is composed of the vineyards around Adelaide and the suburbs, also in the hills; No. 5 covers the vineyards in the South-East; and No. 6 those of Auburn, Clare, and other places in the North, stretching across to Yorke Peninsula. Mr. Lowcay inspects the vineyards as frequently as possible, sending in reports to the Secretary, and it is satisfactory that phylloxera has not yet been discovered. In addition to this local examination inspectors are appointed by the Board, who are stationed on the South-Eastern border and Renmark, to prevent the illegal introduction of vines which may possibly be infected. During the planting season Mr. Lowcay boards the Melbourne express daily at Aldgate, in search of vines which may be surreptitiously conveyed, and also watches the arrival of the interstate boats at Port Adelaide. He is ably assisted in the work by the Customs officers and the police force.

Every member of the Board is *ex officio* an Inspector, and the Board has full power to quarantine any vineyard in which the disease may be supposed to

exist. Power is also given to uproot neglected or abandoned vineyards. The vigilant inspection that is maintained was illustrated and justified by a case that recently occurred on the River Murray. It was reported that a settler had introduced a number of rooted vines from Mildura, in Victoria. The case was proved, twenty-one acres of vines were uprooted and burnt, and the offender was fined £15, *pour encourager les autres*.

It has been suggested that South Australia should establish an American resistant nursery, so that growers may be able to replant their vineyards should an outbreak of phylloxera be discovered. The decided and unanimous opinion of the Board is averse to the introduction of any vines whatever, their desire and expect-

tation being to preserve the vineyards of the State free from the dreaded scourge by means of rigid prohibition.

The Act provides that when the fund has reached the sum of £5,000, the Board shall have power to reduce the rate of taxation or suspend the levy. In the beginning of 1907 the amount of £3,000 was held, having been invested in Treasury Bills, and by the end of the year it was estimated that the Board would have £4,000 to its credit after paying working expenses. So strong is the feeling among the members of the Board and the more influential vignerons against relaxing any precautions, that in all probability no reduction of the tax will be allowed until for defence and compensation purposes a fund of £10,000 has been raised.

HENRY LOWCAY was the first Inspector of Vineyards appointed under the South Australian Phylloxera Act of 1899, and has continued ever since in charge of the vineyards of that State. He takes great interest in his work, which is of a very responsible nature, and is an energetic, keenly observant, very capable and highly esteemed officer. Mr. Lowcay is an Englishman by birth, but he resided in France from childhood, and was educated in that country, as his father was a Professor of the University of France and of the Ecole d'Application du Génie Maritime (School of Naval Architecture.) When the phylloxera invaded the vineyards of France, Mr. Lowcay made a special study of the disease in many of the viticultural districts, and was an eye-witness to the enormous destruction caused by that insect pest. From 1888 to 1896 he was Inspector under the Cape Government, and for several years had charge for phylloxera purposes of the celebrated vineyards of the Constantia district. Mr. Lowcay has a very interesting family history. His grandfather, Commander William Lowcay, R.N., as midshipman of the "Ajax" was in Sir Robert Calder's action; also in Ad-

miral Cornwallis's pursuit of the French fleet into Brest, and with Admiral Lord Nelson at Trafalgar, where he was wounded. A great-uncle, Commander Henry Lowcay, R.N., served with Captain Hood



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MR. HENRY LOWCAY.

(afterwards Admiral Lord Hood) in the "Aigle," and was present at the sieges of Bastia and Calvi. Later, when in the "Zealous," also with

Captain Hood, Mr. Lowcay united in Admiral Nelson's attack upon Santa Cruz, Teneriffe, 1797. He afterwards took part in the Battle of the Nile. In 1799 he gained great praise for his meritorious conduct at the sieges of St. Elmo and Capua as lieutenant of the "Culloden," and in various operations which terminated with the expulsion of the French from the Roman territory. He was subsequently sent from Naples to Palermo with despatches for Lord Nelson, and in charge of all the colours taken from the enemy. These colours Lord Nelson deputed him to present to the King of Sicily, who, in return, presented Lieutenant Lowcay with a valuable diamond ring, and made him the bearer of another, as also a gold snuffbox, for Captain Troubridge, of the "Colloden." After spending a fortnight as a guest at Lord Nelson's house, Lieutenant Lowcay returned to the "Culloden." A second great-uncle, Robert Lowcay, R.N., was twice lieutenant of the famous old "Victory," viz.: from January, 1833, to January, 1836; and from August, 1836, to 1837. Mr. Henry Lowcay, of South Australia, has now in his possession two valuable medals—Trafalgar and the Nile.

Public Works and Education Departments.

From the time responsible government was established until the number of Ministers was reduced to four, in 1905, the Commissioner of Public Works always stood fifth on the list of Ministers. The office, however, has been selected by several Premiers, viz., the Hons. F. S. Dutton, J. P. Boucaut, J. Colton, and T. Price, when forming their respective Cabinets. It was associated with the Department of Industry in the Jen-

kins Ministry of 1901, with that of Agriculture in the Butler Government of 1905, and the present Commissioner is also Minister of Education.

The sub-departments under the supervision and control of the Commissioner of Public Works are numerous and important. They include the Supply and Tender Board, Engineer-in-Chief, Glanville Workshops and Pinnaroo Railway, Waterworks (Adelaide and country

districts), Outer Harbour, South-Eastern Drainage, Water Conservation, Adelaide Sewers and Sewage Farm, Works and Buildings, Government Offices, Public Cemeteries, Quarantine, Marine Board, etc. The following gentlemen have held the office of Commissioner of Public Works since the establishment of responsible government, for the periods named:—

COMMISSIONER OF PUBLIC WORKS.	FROM	TO
Arthur H. Freeling	Oct. 24, 1856	Mar. 20, 1857
Samuel Davenport	Mar. 20, 1857	Aug. 21, 1857
	Sept. 1, 1857	Sept. 30, 1857
Arthur Blyth	Aug. 21, 1857	Sept. 1, 1857
	June 12, 1858	May 9, 1860
Thomas Reynolds	Sept. 30, 1857	June 12, 1858
Alexander Hay	May 9, 1860	Oct. 8, 1861
Phillip Santo	Oct. 8, 1861	Oct. 17, 1861
	July 15, 1863	Aug. 4, 1864
	Sept. 20, 1865	Oct. 23, 1865
	May 3, 1867	Sept. 24, 1868
	Oct. 13, 1868	Nov. 3, 1868
John Lindsay	Oct. 17, 1861	Feb. 19, 1862
William Milne	Feb. 19, 1862	July 4, 1863
	Aug. 4, 1864	Mar. 22, 1865
	July 4, 1863	July 15, 1863
William Townsend	Mar. 22, 1865	Sept. 20, 1865
Francis S. Dutton	Oct. 23, 1865	May 3, 1867
Thomas English	Sept. 24, 1868	Oct. 13, 1868
William Everard	Nov. 3, 1868	May 12, 1870
John Colton	June 6, 1876	Oct. 26, 1877
	May 12, 1870	May 30, 1870
F. E. H. W. Krichauff	May 30, 1870	Jan. 22, 1872
John Carr	Jan. 22, 1872	Mar. 4, 1872
James Garden Ramsay	June 24, 1881	April 23, 1884
	Mar. 4, 1872	July 22, 1873
Wentworth Cavenagh	July 22, 1873	June 3, 1875
Henry Edward Bright	June 3, 1875	Feb. 2, 1876
W. A. E. West-Erskine	Feb. 2, 1876	June 6, 1876
James Penn Boucaut	Oct. 26, 1877	June 24, 1881
George Charles Hawker, M.A.	April 23, 1884	June 16, 1884
David Bower	June 16, 1884	Feb. 4, 1885
Thomas Playford	Feb. 4, 1885	June 16, 1885
Jenkin Coles	June 16, 1885	Oct. 14, 1885
John Darling, Sr.	Oct. 14, 1885	June 8, 1886
John Brodie Spence	June 8, 1886	June 11, 1887
Luke L. Furner	June 11, 1887	June 27, 1889
Alfred Catt	June 27, 1889	May 2, 1890
James Henderson Howe	May 2, 1890	Aug. 19, 1890
Thomas Burgoyne	Aug. 19, 1890	Jan. 6, 1892
William B. Rounsevell	Dec. 1, 1899	Dec. 8, 1899
	Jan. 6, 1892	June 21, 1892
John Greeley Jenkins	April 29, 1894	Dec. 1, 1899
	June 21, 1892	Oct. 15, 1892
Andrew Dods Handyside	Oct. 15, 1892	May 12, 1893
Lawrence Grayson	May 12, 1893	June 16, 1893
John Moule	June 16, 1893	April 17, 1894
Frederick William Holder	Dec. 8, 1899	July 4, 1904
Richard Witty Foster	Mar. 1, 1905	July 26, 1905
	July 4, 1904	Mar. 1, 1905
Joseph Vardon	July 26, 1905	—
Thomas Price	—	—

As a separate Department of the Government, that of Education may be said to have been constituted in 1873, when the Hon. William Henry Bunday was appointed Minister of Justice and Education. At that time the subject of State education was one of the most pressing questions of the day, and Mr. Bunday took an active part in the agitation which resulted in the establishment of the present system. At a later period the same arrangement was revived, when the position was held by the Hon. Richard Chaffey Baker. From 1889 to 1892 the Northern Territory was placed officially under the charge of the Minister of Education, in several Ministries the Departments of Education and Agriculture have been combined, and in the Butler Government the title of Minister of Education was omitted altogether.

The following gentlemen have held the portfolio of Minister of Education for the periods named:—

MINISTER OF EDUCATION.	FROM.	TO.
William Henry Bunday (and Justice)	July 2, 1874	Mar. 15, 1875
John Cox Bray (and Justice)	Mar. 15, 1875	June 3, 1875
Ebenezer Ward (and Agriculture)	June 3, 1875	Mar. 25, 1876
	June 6, 1876	Oct. 26, 1877
William Everard	Mar. 26, 1876	June 6, 1876
Neville Blyth	Oct. 26, 1877	Sept. 27, 1878
Rowland Rees	Sept. 27, 1878	Oct. 7, 1878
Thomas King	Oct. 7, 1878	Mar. 10, 1881
Martin P. F. Basedow	Mar. 10, 1881	June 24, 1881
John Langdon Parsons	June 24, 1881	Mar. 12, 1884
Edwin Thomas Smith	Mar. 12, 1884	June 16, 1884
Richard Chaffey Baker (and Justice)	June 16, 1884	June 16, 1885
John A. Cockburn, M.D.	June 16, 1885	June 11, 1887
John A. Cockburn, M.D. (and Agriculture)	June 16, 1893	April 13, 1898
Joseph C. F. Johnson	June 11, 1897	June 27, 1899
John Hannah Gordon (and Northern Territory)	June 27, 1899	Aug. 19, 1899
John Hannah Gordon	June 21, 1892	Oct. 15, 1892
David Bews (and Northern Territory)	Aug. 19, 1899	Feb. 24, 1899
John Greeley Jenkins (and Northern Territory)	Mar. 2, 1891	Jan. 6, 1892
William Copley (and Agriculture)	Jan. 6, 1892	June 21, 1892
	Oct. 15, 1892	May 12, 1893
J. W. Castine (and Agriculture)	May 12, 1893	June 16, 1893
Richard Butler (and Agriculture)	April 13, 1898	Dec. 1, 1899
T. Burgoyne (and Agriculture)	Dec. 1, 1899	Dec. 8, 1899
E. L. Batchelor (and Agriculture)	Dec. 8, 1899	May 15, 1901
T. H. Brooker (and Industry)	May 15, 1901	Mar. 31, 1902
Thomas Price (and Public Works)	July 26, 1905	—

THE SUPPLY AND TENDER BOARD.

This Board consists of Mr. James William Jones, J.P., the Secretary to the Commissioner of Public Works (Chairman), Sir Charles Todd, and Mr. Thomas Gill, I.S.O. The principal members of the staff are Mr. Thomas Colebatch, Chief Storekeeper; Mr. George H. Saunders, Accountant; Mr. James T. Lukey, Storekeeper; and Mr. Joseph Barrey, Receiver of Revenue, Paymaster, etc. There are over twenty clerks and other

assistants, besides an Inspecting Engineer (Mr. Samuel A. Strickland), and two assistant inspecting engineers in London.

Scarcely a moment's consideration is required in order to realize the importance of the business which is transacted by this Department in the interests of the general taxpayer. The various public services under the control of the Government—railways, waterworks,

harbour works, and lighthouses, printing-office, aborigines, police, etc., etc., obtain their supplies from the Government Stores. That the material required should be well purchased, of the right description, suitably safeguarded, and issued on proper authority, is exceedingly important on the score of economy. The articles required are necessarily miscellaneous, as well as multifarious, including almost everything "from a needle to an anchor."

The magnitude of the transactions is rendered apparent by the figures contained in the latest report of the Board to the Commissioner of Public Works. From that document it appears that the value of stores

in stock on June 30, 1906, was £306,295, being a slight increase on the return for the previous year. The value of the stores purchased during the year had been £455,985, and of stores issued £454,776. The Department had let during the year 233 contracts to the value of £383,932, besides 75 contracts to Government Departments, amounting to £18,356. The value of indented materials received through the Agent-General's office in London was £17,136. The working expenses of the Department were £12,273, and were re-imbursed by percentages charged on stores issued, which left a small balance to credit.

JAMES WILLIAM JONES, Secretary to the Commissioner of Public Works, who is a highly-esteemed officer in the Civil Service, with which he has been connected for upwards of forty-two years, is a native of South Australia. He is a son of the late Mr. Thomas Jones, who occupied a conspicuous and responsible position as civil engineer in the early history of the State. During the Governorship of Sir H. E. F. Young public attention was directed to the value of the River Murray as a waterway into the interior, and it was represented that the obstacle to navigation presented by the bar at the mouth of the river might be evaded if a canal or tramway between Goolwa and Port Elliot were constructed. The Governor himself was not only interested but enthusiastic. In September, 1850, in company with a survey party, he ascended the river as far as the Darling junction, and when the "Lady Augusta" was built he proceeded in her to Swan Hill, Victoria, a voyage of 1,300 miles. The practicability of navigation being thus considered to be proved, the tramline to Port Elliot was resolved upon. Mr. Thomas Jones was appointed to supervise the construction of this work and the buildings connected with it, so that he had the honour of being permanently associated with the first instalment of the railway system in South Australia. Mr. J. W. Jones received his general education at the Academy of the late Mr. John L. Young, but obtained his early professional training under his father. He entered the Civil Service in February, 1865, having received an appointment as surveyor in the Survey Department. As a result of his efficiency, he was promoted from that position to those of draughtsman, Chief Surveyor, and Deputy-

Surveyor-General in succession, while during the absence of Mr. G. W. Goyder in 1882-3 he acted as head of the Department. After this he was promoted to the office of Conservator of Water, and held that position for nearly nineteen years, during which period he travelled nearly all over the State. The Water Conservation Department under his control carried out successfully a large number of deep borings for water, many of which resulted in flowing artesian



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MR. JAMES WILLIAM JONES.

wells in the arid regions, the effect of which has been to render possible the profitable occupation of large areas where no surface water can be depended upon. He also made a special study of the River Murray and its relation to the other States. His lectures on that subject form a valuable contribution to the somewhat voluminous literature surrounding the vexed

question of State rights in the Australian Nile. At the same time, Mr. Jones has acquired a most extensive acquaintance with the geology of South Australia, and its practical bearing on the development of the country. His previous experience qualified him in an exceptional manner for the post of Secretary to the Commissioner of Public Works, which he has now held for several years. Mr. Jones is also Chairman of the Supply and Tender Board.

CHARLES ALBERT BAYER, M.I.C.E., Hydraulic Engineer of South Australia in the Waterworks Department, is a native of London, where he was born on April 22, 1859, and is the fifth son of the late Dr. Bayer, of Bavaria. The late gentleman, who was noted for his genial disposition and unflinching kindness, came to South Australia in March, 1847, and, settling down to the practice of his profession, soon became a conspicuous figure in the foremost rank of the medical faculty. He carried on his practice with great success up to the time of his death in August, 1867. Mr. Charles A. Bayer commenced his education at Hanwell College, Middlesex, England, and finished at a college conducted by the same master at St. John's Wood, London. On completing his scholastic career he was articled to the late Mr. William Humber, an eminent engineer at Westminster, during which time he was engaged on the construction of several drainage and water works of some magnitude. After serving his indentures he entered the services of a number of engineering firms in England, gaining considerable experience. In the month of May, 1881, Mr. Bayer arrived in this State, and was subsequently engaged

on the tramway system for Paradise and drawing up a report on the drainage of Glenelg. During the time these reports were in course of preparation he was called upon to complete the scheme for the drainage of the City of Adelaide.



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MR. CHARLES ALBERT BAYER.

When the Waterworks, Drainage, Sewerage, and Engineer-in-Chief's Departments were amalgamated in 1888, Mr. Bayer was appointed Sanitary Engineer, which position he continued to occupy until 1902. In that year the Departments were separated, and Mr. Bayer was appointed to the post he now fills. Many large and important works have been carried out under his personal supervision, including the construction of a new reservoir at Happy Valley, the drainage of the city and suburbs, and the installation of the septic system of sewage disposal for the Town of Glenelg. Mr. Bayer is an enthusiastic cricketer, his other recreations being shooting, equestrianism, and cycling. He is a member of the Commercial Travellers' and Stock Exchange Clubs, the South Australian Jockey Club, and is a member of the Adelaide Oval Association.

THOMAS COLEBATCH, Chief Storekeeper in the Government Service of South Australia, was born in Herefordshire, England, in 1841, receiving his education at the Commercial School at

Hereford, and at Lea, Gloucestershire. In 1863 he came to the antipodes, returning to England in 1872. He came back to South Australia in 1878, and joined the Waterworks Department of the Government Service in the following year. Mr. Colebatch was appointed Waterworks Storekeeper in 1881, and assumed the management of the Government Sewage Farm in conjunction with his other duties in 1886. Three years later he was elected as Chief Storekeeper, and has filled that position ever since. Mr. Colebatch is also the Executive Officer of the Supply and Tender Board. He was married in 1872 to a daughter of the late Mr. John Talant Bee, an old identity of Adelaide.



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MR. THOMAS COLEBATCH.

Mrs. Colebatch died in 1899, leaving a family of two sons and two daughters.

RICHARD F. GRIFFITHS. Many contributions to the daily press receive only scant attention, and even pass comparatively unnoticed, but there are few contributors more certain of anxious and appreciative readers than the Government Meteorologist. Mr. Richard Fletcher Griffiths, who has been connected with the Observatory for more than a quarter of a century, was born at Manchester, England, on April 30, 1857. He is a son of Mr. Samuel Griffiths, and

came with his parents to Victoria in 1861, being educated at the Hawthorn Grammar School, near Melbourne. He was appointed an Assistant at the Adelaide Observatory in 1880, and was promoted to be Chief Meteorological Assistant two years afterwards. In 1896, when Mr. W. E. Cooke retired, having received the appointment of Government Astronomer for Western Australia, he became Chief Assistant-Astronomer, and Acting-Government Meteorologist in 1907. The Department with which he has been connected so closely has earned an excellent reputation. It has not attempted the impossible or weakened public confidence by indulging in mere conjecture. Day by day, for year after year, it has issued, not only a weather map, but a verbal statement of the prevailing conditions. Long experience has taught, as nothing else can teach, how the current indications may be interpreted, and the result is that a very high percentage of the forecasts issued from the Adelaide Observatory are found to be correct. At times, as when a heat wave is passing, or a drought about to break up, the intimations are well come as well as important, and Mr. Griffiths has rendered much public service by his share in the work.



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MR. RICHARD F. GRIFFITHS.

He married Emma, daughter of Mr. Philip C. Greayer, of Adelaide, on March 3, 1899, and resides at Kent Town.

RAILWAYS AND TRAMWAYS.

The railways of South Australia are under the control of Mr. Alan G. Pendleton, C.M.G., as Railways Commissioner. The head of the Engineering Department is Mr. Alexander B. Moncrieff, M.I.C.E.; the Traffic Department is in charge of Mr. John B. McNeil, as General Traffic Manager; and the Chief Mechanical Engineer in the Locomotive Department is Mr. B. F. Rushton. These gentlemen constitute a Board of Advice to assist the Railways Commissioner. The Secretary to the Commissioner is Mr. Alfred N. Day, and Mr. J. Pickering holds the office of Comptroller of Accounts.

The existing system of management dates from June, 1895, when an Act passed in the previous year came into force. The transference of the administration from a Crown Minister was effected seven years previously, the avowed object being to render it less subject to political influence and parliamentary pressure, which had proved disadvantageous, and elsewhere had produced serious financial embarrassment. In order to effect this object an Act was passed in 1887, placing the railways of the State under a Board of three Commissioners, and the gentlemen appointed were Messrs. J. H. Smith (Chairman), John Hill, and A. S. Neill.

owned railway system is usually tested in two different ways—its efficiency in promoting the development of the country and fostering its industries, and the condition of its finances as a business concern. If either of these



DEPARTURE OF MELBOURNE EXPRESS.

tests be applied to the Railway Department of South Australia, it will be found that the results compare very favourably with any that can be found in the Commonwealth.

Projects for railway communication between the City of Adelaide and the chief port of the province were mooted very early in the history of South Australia; but the first line of rails actually laid down was between Goolwa, not far from the mouth of the River Murray, and Port Elliot. It was six and a quarter miles in length, was opened in May, 1854, and initiated rail communication, not only in this State, but in Australasia, the next railway to be opened, in point of time, being a short line from Melbourne to Sandridge, in September of the following year. The line was operated by horse traction, and conveyed passengers as well as freight.

The line was constructed and worked by a private company. It was part of a great scheme to develop the river trade with the interior, in which the Governor, Sir H. E. F. Young, took an enthusiastic interest.

Its object was to provide for the products of the Riverina and other districts served by the river a better means of transit between the inland waterway and the seaboard than was practicable by the Murray-mouth,



ASSEMBLY PLATFORM, ADELAIDE RAILWAY STATION.

The term for which the Board was appointed having expired in 1895, the present arrangement was entered into, which has proved satisfactory in its operation and results. The satisfactoriness or otherwise of a State-

where, to this day, there exists a bar which renders navigation always difficult and generally dangerous. Goolwa was described as the New Orleans of the Australian Mississippi, but steamers suitable for river navigation were not safe to encounter the perils of the bar or go "outside," and a short line to Port Elliot was expected to solve the difficulty. At the outset the prospects were highly encouraging, and there were times when the volume of freight taxed the resources of the tramway to the utmost.

Port Elliot having been superseded by Victor Harbour, a few miles to the south-west, the tramway was extended to that port, and opened in August, 1864. A line of a similar character, and operated in the same manner, was subsequently constructed from Middleton to Currency Creek, which was crossed by a substantial viaduct, and communication by rail established with Strathalbyn. This entire system was ultimately made suitable for locomotive traction, and incorporated in the general State system of railways.

The Adelaide and Port Adelaide line, $7\frac{1}{2}$ miles long, which was opened for traffic on April 21, 1856, was not only the first State railway constructed in South Australia, but the pioneer of such railways in Australia, and, in fact, the first State-owned railway within the bounds of the British Empire. In this, as in many other things, South Australia has had the honour of leading the way.

The project was mooted for several years before it was actually entered upon. In 1848 a joint-stock company was formed in London for the purpose of carrying it out, and, as a result of several interviews with the Secretary of State for the Colonies, a managing director, in the person of Mr. H. W. Parker, was sent out to facilitate the procuring of local legislative sanction, and to commence active operations. Mr. Parker arrived in May, 1849, and, after considerable discussion and enquiry, the Legislative Council passed an Ordinance on February 19, 1850, authorizing the Company to construct a line from Adelaide to Port Adelaide, with a branch to the North Arm. To this measure the local agent of the Company raised considerable objection, because (1) maximum tolls of 2d., 1½d., and 1d., for first, second, and third class respectively, were insisted upon; (2) the Government reserved the right to purchase the line; and (3) the area of land proposed to be conveyed to the Company for the purpose of the work was considered inadequate. An amending Ordinance, No. 4 of 1850, was passed, guaranteeing the Company 5 per cent. for ten years on their estimated cost of construction; but this failed to give satisfaction. The terms, even as modified, were considered too harsh by the Company, and the proposal was abandoned.

Public interest, however, had been aroused and did not subside—a fact which can be easily understood by whoever remembers the horrors of the old Port Road:

its blinding dust in summer and quagmires in winter. The accommodation was urgently demanded, and by Act No. 1 of 1851, passed on October 3, provision was made for the appointment of five "undertakers to execute the work on behalf of the Government," and £45,000 was authorized to be spent upon it, the amount being increased to £60,000 by a further Act passed in 1852. At this time, however, the discovery of gold in Victoria and New South Wales had disorganized the labour market, causing a rush thitherwards of the population. Beyond the survey of the route, etc., very little progress was made, and in view of the general exodus to Victoria it was considered prudent to suspend operations.

These conditions were greatly modified within a short time, and in 1853 both population and prosperity had returned to South Australia. A new engineer was appointed, a fresh survey made, and an Act was passed authorizing the construction of the line on the 5-ft. 3-in. gauge, the 4-ft. 8½-in. having been originally specified. Provision was made for a loan of £150,000, and the work was begun in real earnest. Labour, however, was still scarce and dear. For a team of horses and a driver as much as £12 per week was paid, and ordinary workmen commanded up to £1 per day. A further amount of £36,000 was voted before the opening of the line, and subsequently £17,000 additional was required to complete the work. The expenditure was increased by two opposite causes, for a plethora followed a scarcity of labour. The works were utilized to absorb unemployed labourers before the end, and Mr. Charles Simeon Hare, the manager, whimsically excused himself for exceeding estimates by the plea that he had been obliged to employ fourteen men to fill a cart. The total cost of building the line was over £200,000, or more than £25,000 per mile. The branch from Port Adelaide to the North Arm of the Port River, which was originally proposed, was omitted from the scheme as finally carried out.

Much public interest was shown in the enterprise when it was approaching completion. Prior to the formal opening ceremony, the Government dispatched several trains to and fro, which were free to the public, and the gratification of a ride to the Port behind an iron horse attracted thousands of persons, to a very large number of whom a railway was an absolute novelty. On some occasions, indeed, the crowds became absolutely unmanageable, and ingress to the North Terrace Station had to be prohibited. In 1856, the year of opening, the "undertakers" appointed in connection with the Adelaide and Port Adelaide Railway were superseded by a Board of three Commissioners, on which was laid the duty of managing the line, and also of constructing and managing a line authorized to be built as far as Gawler, a distance of about twenty-five miles from the city, railway extension northwards hav-

ing been decided upon. The powers and functions of the Commissioners were, in 1859, transferred to the Hon. Commissioner of Public Works, as a member of the Government, and this arrangement continued until May 31, 1888. The Commission constructed and controlled railways under the provisions of the Acts relating to the various lines, and under a general statute known as "The Railway Clauses Consolidation Act."

Before leaving the Port Adelaide Railway line it may be well to mention that, though the branch line to the North Arm was never constructed, other extensions were carried out. The difficulty of continuing the railway to Lefevre Peninsula was the cause of pro-

line at Woodville. It was a private enterprise in the first instance, but was taken over by the Government, and extended along the coast southwards as far as Henley Beach. Thus the Port Adelaide Railway not only connects the capital with the chief port of the State, the most important harbour, principal *entrepôt* for oversea mails, passengers, and freight, and permanently garrisoned fort, but gives access to the seacoast at several points, and is largely utilized by those who seek either recreation or health. The system was completed in 1868 by a loop-line from Port Adelaide to Dry Creek, $4\frac{3}{4}$ miles in length, to the great saving of time for passengers, and of expense in freightage for ship-



VIEW OF ADELAIDE RAILWAY STATION FROM MORPHETT STREET BRIDGE.

longed delay, because it involved crossing the harbour at a point below the wharves used by coastal shipping, but it was finally overcome by the erection of a swing bridge, which was opened in 1878 by His Excellency the Governor, Sir William Jervois, whose name it bears. This work was considered important for military as well as commercial reasons, inasmuch as it facilitated access to Largs Fort, one of the most vital parts of our system of defence. Its construction enabled the railway to be carried on to the Semaphore Jetty, afterwards to Largs Bay, considered the best position on the coast for ocean steamers to occupy, where both incoming and outgoing passengers and mails are transhipped; and subsequently to the works that are now in progress for an Outer Harbour. Another branch leaves the main

ment, in the traffic between the Port and the Northern districts.

Work was commenced on the Gawler line almost immediately, and it was opened as far as Smithfield in June, 1857, the terminus being reached by the end of that year. There were then $41\frac{1}{2}$ miles of railway in operation, and it was considered that the limit of the agricultural area to be served by the improved method of transit had been reached. Other towns and districts, however, began to agitate for similar accommodation, and in 1860 a further extension was made in a north-easterly direction as far as Kapunda. The next decade was one of great activity in many departments. The rapid development of the copper mines on Yorke Peninsula attracted a large population to the colony, and

added materially to the wealth of the community. In 1866 a tramway ten miles in length, connecting the Wallaroo Mines with the port and Smelting Works, was opened, and speedily proved remunerative. The line was afterwards extended to the mines discovered at Moonta. As a result of the strong agitation for the opening of land suited for agriculture, and better methods for its disposal, the Strangways Act was passed, following upon which a wave of farming settlement rolled northwards. To meet the growing demand, the Northern line was extended from Roseworthy, five miles north of Gawler, the route being selected through the comparatively easy country to the west of the ranges, and up the valley of the Gilbert. Tarlee was reached in 1869, and Burra in August of the following year.

Agricultural areas were settled still further north, and an outlet for their produce was required. Many railway projects were in the air, and in the year 1875 an attempt to present a complete and connected scheme was propounded in the memorable "Boucaut Policy," which proposed the construction of 550 miles of railway, to be provided for, with other public works, out of a loan of £3,000,000. During the same year an instalment of what was contemplated was brought into operation by the opening of a line from Port Pirie to Crystal Brook. This line, though only eighteen miles in length, tapped a large and fertile agricultural region, and, so to speak, outflanked the difficult Flinders Range.

Although the Boucaut railway policy was never carried out in its entirety, from the time of its introduction railway extension proceeded with greatly accelerated rapidity. Representatives of the different districts vied with each other in the energy of their efforts to secure the advantages thus afforded. Lines were projected, concerning which there was no prospect whatever of immediately profitable returns, but it was held that they were justified because they would secure the development of the country. In Parliamentary debates there was no hesitation in distinguishing between lines of accommodation to carry a visible traffic that was waiting, and lines of development, the general advantage of which was absolutely problematical. The work of construction was pushed on so vigorously by the impulse of these several considerations that in the period from 1876 to 1887 no less than 1,209½ miles were opened for traffic.

Among the more important undertakings of this period was the line connecting Adelaide with Melbourne, which now forms a link in the great railway system of Australia, connecting the capitals of Queensland, New South Wales, Victoria, and South Australia. Adelaide and Brisbane are about 1,700 miles apart, and as the northern termini of the lines passing through those cities are a thousand miles or so still farther distant, there is a continuous iron road of not much less than 3,000 miles in length between them, interrupted, how-

ever, by three breaks of gauge. As the first portion of the line from Adelaide to the Victorian border, which covers 197 miles, crosses the Mount Lofty Ranges and the River Murray, it was a work of considerable engineering difficulty. There are nine tunnels, of a total length of 1,920 yards—considerably more than a mile—and, in addition to other bridges, a wrought-iron viaduct 620 feet in length, and 108 ft. 6 in. high, all occurring in the first thirty miles from Adelaide. For scenic effect this portion of the inter-State railway is admittedly superior to any other portion of the line between Adelaide and the Darling Downs in Queensland.

At 60½ miles from Adelaide the River Murray is crossed by a bridge which was, for some time, the most important railway-bridge in Australia. Some account of the political history of the structure is given elsewhere. The lower Murray, throughout the greater part of its course in South Australia, has cut for itself a wide channel. When the snows melt on the Australian Alps, and the several tributaries pour their contents into the main stream, the flood-waters stretch far and wide, but at other seasons the navigable portion is commonly bordered on one side or the other by an impassable swamp. Immense flocks of sheep and herds of cattle have to be crossed, and ferrying is both difficult and dangerous work. After careful selection, a site was chosen at a point known as Edwards Crossing, and the Parliament was induced to order the ironwork from England. When it arrived, the Legislature was in an economical mood, and the erection was postponed. The materials meanwhile being dumped alongside the railway a few miles north of Adelaide. When the time arrived for it to be utilized the whole mass had to be carted over the Mount Lofty Ranges, and across the arid plain that lies between the river and the hills, by means of bullock-drays, waggons, etc. What this meant in the way of haulage may be imagined, when the gross weight is taken into consideration. The bridge had to be sufficiently high above the water level to allow of the passage of river steamers, and great difficulty was found in securing a stable foundation for the massive iron piers. The bases of some of them are said to be sunk to a depth exceeded by few, if any, other railway bridges in the world. It consists of five 120-ft. main spans across the river, each containing 140 tons of ironwork, and 23 spans each 60 ft. long, across the swamp, the total length of the bridge being 1,980 ft., and it carries a roadway for ordinary traffic as well as a railway line. Through-working with the Railway Department of Victoria by the overland line was commenced on January 19, 1887, though, by arrangement with the contractors constructing the works, passengers were booked to and fro several months previously.

While the foregoing works were in progress, others of considerable local importance were proceeded with.

On the long coast-line of the State there are several out-ports, and lines of accommodation were run inland from many of these. In the South-East, Narracoorte was connected with Kingston, on the shores of Lacedpede Bay, the length of line being $52\frac{1}{2}$ miles, and the first portion was opened in 1876. Mount Gambier was connected by a line running through the rich drained country at Millicent to Beachport, on Rivoli Bay. These lines were eventually connected, in 1887, with the inter-State line and the metropolis, being thus wrought into a complete system, to which a short branch from Wandilo to Glencoe was afterwards added in 1904. A connection was also made between Sandergrove, on the Strathalbyn to Goolwa tramway line, and Milang,

for the sake of economy, on the narrow, or 3 ft. 6 in., gauge: and, ultimately, by a line branching off the main North line at Hamley Bridge, they were all (with the exception of the line between Port Broughton and Snowtown) connected, and incorporated into what is known as the Western System. On June 14, 1887, the line from Petersburg to Cockburn, on the New South Wales border, was opened, and the Silverton Tramway lines were so far constructed by that Company on January 9, 1889, as to allow of the complete working of the rapidly-increasing traffic of the Broken Hill and other mines in the Barrier district.

At various times, projects for the construction of a transcontinental railway have been mooted, and oc-



GOODS SHEDS, ADELAIDE RAILWAY STATION.

on the shore of Lake Alexandrina. The construction of the Hills Railway facilitated the linking-up of the pioneer railroad from Goolwa to Port Elliot, with its continuations north and south, by means of a branch line from near Nairne to Mount Barker, and thence to Strathalbyn. A large passenger traffic has been created by the facilities thus afforded for holiday and week-end excursions to the south coast.

In the North, facilities were afforded for the shipment of produce to the nearest convenient port, by lines running inland from Port Wakefield, Wallaroo, Port Broughton, and Port Augusta, and the line from Port Pirie to Crystal Brook, which has been already mentioned, was extended. All these lines were constructed,

casionaly prolonged discussion has taken place on the propriety and possibility of such a line being built on the land-grant system. Proposals have been made by syndicates which have not materialized, and, on the other hand, overtures on the part of the Government have failed to elicit anything like an acceptable response. In the later seventies it was strongly urged that a great hindrance to the development of the interior north of Lake Torrens was the inhospitable character of a tract of country which might be successfully traversed by the iron horse, but was, in fact, prohibitory to animal traction of any kind. Accordingly, a commencement was made with the Great Northern Railway; the seaboard terminus was fixed at Port Augusta,

the line, however, being connected with the Adelaide railway by a junction at Quorn, on the eastern side of the Flinders Range. The section from Port Augusta to Quorn penetrates the range by means of the highly picturesque Pichi-Richi Pass, and returns to the western plains by an equally romantic gorge at Hookina. The line to Farina—198 miles north of Port Augusta, and 408 miles from Adelaide—was formally opened by Governor Jervois on May 22, 1882. The expectations then cherished, however, were never fulfilled. A further extension was made of 33 miles to Hergott Springs, and, subsequently, the line was carried on to Oodnadatta, 688 miles from Adelaide. The route followed is between Lake Torrens and Lake Eyre, not far from the track originally discovered by the explorer Stuart, as a way of emerging from the "stony desert," and for some distance the rails are laid several feet below the sea-level. As a commercial undertaking the line is a costly failure, and there is so little traffic that trains only run between Oodnadatta and Hergott Springs once a fortnight, or at longer intervals. On the other side of the continent a railway was built, 145 miles in length, from Port Darwin to Pine Creek, and opened for traffic on October 1, 1889, which has proved a similar financial failure. Along the telegraph-line through the continent the distance between Adelaide and Palmerston is 1,975 miles. The total length of railways from Adelaide to Oodnadatta and from Port Darwin being 833 miles, it follows that 1,142 miles lie between their present respective termini, taking the route of the overland telegraph line. The filling up of this gap is a problem, not for South Australia only, but for the Commonwealth, to solve.

A number of private lines have been laid down at various times, but with the purchase of those between Adelaide and Glenelg in 1899 these have all been acquired by the Government, which now owns and works all the locomotive railways of the State, with the exception of a short line, about 33 miles in length, connecting Iron Knob with Spencer's Gulf, that is owned by the Broken Hill Proprietary Company, and is used for the purpose of conveying flux for the Company's smelting works at Port Pirie.

Well-equipped workshops have gradually been established at several convenient points, as the requirements of the service demanded and opportunity offered, at which ordinary repairs, etc., to the rolling-stock are effected, and with the aid of the excellent machinery set up within the last few years at the main shops at Islington the Department is in a position to construct the whole of the locomotive, carriage, and waggon stock that is required.

To provide adequately for the growing traffic, large sums of money have been spent of late years in re-grading and relaying with heavier plant a number of lines which were originally constructed as light lines,

primarily with the object of maintaining and encouraging agricultural and pastoral settlement in the district through which they were laid down. The light railways have often been advocated as a means of opening and developing new country in preference to roads, but the economy exercised in the first instance has not always meant a saving of expenditure in the end.

In the early history of the South Australian Railways the goods traffic was worked by contractors, who, for a certain sum per ton paid them by the Government, undertook to cart, load, unload, and deliver all goods at the traffic rates, and pay the Government the total revenue received therefrom, the Department only hauling the goods. This plan was superseded in 1870 by the adoption of the hired-truck system; but in 1878 the Department undertook the whole of the work, except that of collection or delivery, at tonnage rates, and the arrangement has continued in force up to the present time.

An unfortunate feature in connection with the Australian railways, considered as a whole, is the absence of uniformity of gauge, there being a considerable mileage of each of the three gauges—3 ft. 6 in., 4 ft. 8½ in., and 5 ft. 3 in. The Queensland railways are all of the narrower gauge, as also are those of Western Australia, the cheapening of construction having had a deciding effect when the subject was under consideration. New South Wales adopted the medium width, 4 ft. 8½ in., at the outset, and has maintained it to the present time, the Cockburn to Broken Hill line being an exception; this line is of 3 ft. 6 in. gauge, and is owned and worked by a Company. Victoria and South Australia chose the 5 ft. 3 in. gauge when they commenced operations, which proved a great advantage when their respective capitals were linked together by the iron road; but in this State, when long distances had to be traversed through a country which was only partly settled, and high speed a very secondary consideration, light lines on the narrow gauge served the purpose, and their greater economy in construction turned the scale in their favour.

While South Australia does not sustain the inconvenience and delay caused by a break of gauge, so far as its immediate connection with Victoria and New South Wales (Broken Hill) are concerned, it suffers from the disability of annoying breaks within its own borders. These occur at three points, where the change has to be made from the broad to the narrower—Hamley Bridge, 44½ miles north, where the Western system branches off from the main line to the North; Terowie, which is the termination of the broad gauge northwards, 139¾ miles from Adelaide; and Wolsley, where the South-Eastern system connects with the line between Adelaide and Melbourne.

South Australia possesses, in all, 595 miles of broad-gauge railways, including the line from Tailem Bend

to Pinnaroo, which has recently been opened, and 1,238 miles of narrow-gauge—a total of 1,833 miles. The State enjoys the distinction of being, in proportion to its population, the most energetic railway-builder of any country in the world. The proof that this is not an unfounded assertion lies close at hand. In the middle of 1907 the total population was under 400,000, but nearing that figure, and there were therefore over 45½ miles of railway in actual working to every ten thousand of the people. An influential railway journal, commenting on the situation some years ago, admitted that, comparing the railway mileage of the world with its population, "South Australia is first . . . the result being, of course, due to the comparative sparseness of the population. In the United States there are 26 miles to every 10,000 inhabitants." The explanation given is only partial, and does not, as it seems intended to do, detract from the merit of the achievement. Mere scantiness of population can scarcely be quoted as a factor in promoting railway construction, unless

organization is in such an excellent condition, and the business is so well managed, that, while fares and freight charges are purposely kept at a low rate in order to promote the industrial development of the country, the net revenue to the end of June, 1906, after paying working expenses, was equal to 4·30 per cent. on the total capital expenditure, leaving a handsome balance to be transferred to the general exchequer. This result has not been brought about by any short-sighted policy of starving the Department in order to make a fair showing in the annual balance-sheet, but is the legitimate profit earned by the railways in an exceptionally favourable year.

In support of the latter statements, reference may be made to the latest report of the Railway Commissioner, dated August 29, 1906. Mr. Pendleton gives due prominence to the beneficial influence of our excellent harvest and wool-clip. He says: "It is most satisfactory to be again in a position to state that the result of the year's working is a record, the revenue being



PASSENGER ENGINE, CLASS S, 5 FT. 3 IN. GAUGE.

there be some other inherent quality in it, or some special cause at work. The truer explanation is that South Australia is the land of wide spaces and rich resources, exploited by a people of more than average push and energy. Their pluck and resourcefulness extorted high admiration when, single-handed, they slung a telegraph wire across the continent, and their vigorous railway-construction policy is another evidence of the same characteristics.

An aspect of the case which is equally noteworthy is that the people own the railways they have built, with all the appliances for working them—stations, workshops, and rolling-stock of every description. No syndicate, company, railway king, trust, or combine possesses a farthing's worth of interest in the great concern, or is able to interfere in the management of its business. From any such incubus, with the liability of its dictating terms to the railway users, and the danger of its filling the pockets of capitalists at their expense, South Australia is happily free. Moreover, the entire

£76,444 higher than ever before. This result can only be attributed to the splendid season, the increased tonnage in grain being 65,970, in wool 2,175, and the respective increase in these lines £16,583 and £5,400, the total tonnage carried during the year being 1,732,436. The mineral traffic, however, though giving a slightly higher cash revenue, owing to a better rate on ore for five months of the year, and an increase in the quantity of coal carried to the Barrier, shows a falling-off to the extent of 17,439 tons; which is fully accounted for by the fires and creeps in the Broken Hill mines; while the decrease in the receipts for live-stock is owing to much of this traffic having been carried over shorter distances." In the same candid spirit, the Commissioner remarks that "the greater prosperity also accounts for the increase in passenger receipts, which are no less than £22,401 in excess of the previous year."

The modesty of this ascription of exceptional prosperity to external causes should not cause the fact to be

overlooked that sound business principles govern the general management of the Department, and they are both persistently and intelligently applied. It is not an unknown experience for an Australian State-managed Railway Department to apparently reduce the amount of its losses in a bad year by allowing both the permanent-way and the rolling-stock to fall into disrepair. The policy of curtailing expenditure on maintenance for this reason has proved to be both shortsighted and costly in the end: when the strain of renewed business activity had to be met, weaknesses were exposed, trucks were not available, traffic became congested, and goods-sheds glutted with merchandise that could not be moved, causing loss and inconvenience of a serious character. Proof that such has not been the case in South Australia, which is not the less valuable because incidental, is furnished by the fact that though the increased tonnage of wheat and wool to be carried was over 68,000, it was handled without serious inconvenience, and the only complaint during the season of want of trucks came from Broken Hill, the shortage being occasioned through hundreds of trucks having to stand unloaded at Port Pirie for 24 hours because the day was observed as a close holiday.

In this connection, it is appropriate to introduce another brief quotation bearing on another part of the same general subject:—"In the Maintenance Department, although the aggregate expenditure shows a decrease, there was an outlay of £48,381 in re-sleepering, re-laying, and re-ballasting. The work done included the reconstruction of a part of the Glenelg line, the replacing of the old timber bridges over the road near the Burra on the North line, and over Deep Creek on the Morgan line, by substantial structures of concrete and steel, while the work of renewing in steel the old timber bridges over Allen's Creek and Pine Creek on the Morgan line, which are of five and eight spans respectively, has also been commenced. . . . In the Locomotive Department £37,223 has been spent on recoups for rolling-stock for ten engines, six carriages, and two hundred and seven waggons. The permanent-way, rolling-stock, machinery, bridges, etc., have been safely maintained during the year, and all in good order. The increase on ordinary expenditure was £8,681; and advantage was taken of the increased revenue to make extensive replacements of rolling-stock, way, works, and buildings to the amount of £103,304, as against £84,391 spent for a similar purpose during 1904-5." There is a highly significant point in the last sentence. It became evident before the middle of the financial year that there would be a substantial increase of revenue, but instead of seeking to inflate the probable credit balance to its utmost, a much more sensible course was adopted. The time of prosperity was utilized to increase the efficiency of the working plant.

The principal work of railway extension at present

in progress is a line of 42½ miles from Port Lincoln to a point in the Hundred of Cummins, its object being to develop the agricultural capabilities of that district. Public tenders were invited for the construction of the permanent-way, and that of the Engineer-in-Chief, being the lowest, was accepted. The work is therefore being performed by that Department. In harmony with the general policy of the Government to foster the staple industries of the country, and of which the Port Lincoln railway is an illustration, the Railways Commissioner reported that, with a view to encouraging settlement on newly-opened lands, a number of concessions had been made to farmers and settlers during the year. In any estimate of the profit or loss that results from the system of railway management, its relation to the general interests of the community, as thus represented, should always be borne in mind.

Reference has already been made to the establishment of workshops at convenient points where running repairs are effected. The principal shops that are equipped with the necessary machinery and tools for this purpose are situated at Petersburg, Quorn, Port Wakefield, and Narracoorte, on the narrow-gauge lines, and Murray Bridge, Glenelg, Adelaide, and Islington running sheds, on the broad-gauge system. The most important of these centres is at Petersburg, where there is a staff of about ninety men employed in connection with repair work.

The South Australian Railway Workshops, situated at Islington, about 3½ miles from Adelaide, on the main North line, comprise an area of 47½ acres, of which 8½ acres are under cover, while there are 7½ miles of railway-line to facilitate the handling and transport of work from one department to another. In extent, arrangement, equipment, and general efficiency, it is claimed that this establishment is unsurpassed by any other of a similar character south of the Equator. The various buildings are substantial structures of dressed stone, with brick facings, and the architectural style is uniform throughout. The entire cost of the buildings has been £166,720; machinery, £120,987; turn-tables and signals, £17,500; making a total of £305,207. Inclusive of officers, draughtsmen, and clerks, about 981 men find employment in the various classes of work that are performed. All new carriages, the majority of the new goods and live-stock vehicles, are manufactured at Islington, and recently new locomotives have been designed and built at the Works. Besides this, practically the whole of the repairs necessary for the rolling-stock of both the broad- and narrow-gauge systems are carried out, the plant comprising 330 engines, 434 carriages, and 6,464 trucks, waggons, and other vehicles for the carriage of goods and live-stock. The value of the plant in charge of the Locomotive Department on June 30, 1905, was set down at:—Engines, £1,043,301; carriages, £488,224; waggons, £900,315; the total being

£2,431,840. The latest report of Mr. Roberts, who held the office of the Mechanical Engineer for a lengthy period, presented on the eve of his resignation to take up the office of Consulting Engineer in London for the several Australian Governments, contained the following interesting statement:—"I take this opportunity of expressing my warmest thanks to the whole of the staff under my control for the loyal assistance rendered during the 17½ years I have had charge of the Department. It speaks volumes for the constant vigilance and attention on the part of every individual in the performance

most approved type. Upwards of 150 machines for various purposes have been erected, among the most recent additions being several heavy vertical and horizontal milling machines, special lathes, drilling machines, and tool-grinders, as well as a heavy frame-plate drilling and slotting machine. All the machines are driven from lines of shafting running the full length of the shop, power being supplied by two wall engines supplied by Craven Bros. These engines also work four 25-ton travelling-cranes in the erecting shop. Attached to the machine-shop is a small building containing an air-com-



SECTION OF LOCOMOTIVE WORKSHOPS, ISLINGTON.

of his duties that during the whole of this period there has never been a coroner's verdict, or even a censure, recorded against the Department, which numbers upwards of 2,100 employés, the majority of whom are engaged in a more or less dangerous occupation, and are largely responsible for the life and property of the travelling public." Though this paragraph applies to a much wider range of service than the Islington workshops, its introduction here is appropriate, and as a record is well worth preserving.

The machine-shop is 300 ft. long by 150 ft. wide, and is fitted with tools and machines of the latest and

pressing plant, which supplies compressed air throughout the works.

The erecting-shops have to be spoken of in the general, for there are two buildings, both of which consist of two bays, each 300 ft. long by 48 ft. 6 in. wide. The one attached to the machine-shop is equipped with four overhead travelling-cranes of 25-tons lifting capacity. The second shop, which has only been built recently, has four cranes, capable of lifting 35 tons each. The lines in these shops are arranged to take both 5 ft. 3 in. and 3 ft. 6 in. engines and tenders.

The boiler-shop comprises three bays, each 250 ft.

by 44 ft., and is equipped with thoroughly up-to-date plant. Hydraulic power is extensively used for riveting, punching, and flanging plates. A plate-edge planing machine and horizontal band-saw for trimming flanged plates have also been set up recently. Each bay is provided with an overhead travelling crane of 16-tons lifting capacity.

The smiths' shop, adjoining the boiler-shop, is 250 ft. long by 177 ft. 6 in. wide, the blast for the fires being supplied by two Root blowers. The shop is well supplied with steam-hammers, punching and shearing machines, as well as bolt machines, and the latest machines used in the manufacture of bearing-springs. A complete rolling-mill plant is shortly to be installed.

The iron- and brass-foundry, pattern-shops, and core-stoves form one block of buildings. The cupola is arranged with staging and hydro steam lift for charging, the blast being supplied by a Root blower. Pneumatic moulding-machines and other foundry appliances are being given a trial.

The carriage- and waggon-shop has a length of 510 ft. by 110 ft. wide, and is provided with wood-working machinery of modern type. There is a planing-machine capable of dealing with woodwork 38 ft. long, also chain - morticing, hollow - chisel - morticing, rabeting-, tenoning-, planing-, and moulding-machines, band- and circular-saws.

The paint- and trimming-shop, which is conveniently situated near the carriage-shop, is 310 ft. 9 in. long by 95 ft. wide. Provision is made for heating by



ERECTING SHOP, ISLINGTON.

steam-pipes, to ensure the better drying of paint and varnish during the cold seasons. Pneumatically-driven painting- and paint-mixing-machines have recently been acquired for this department.

The timber-sheds, equipped with an overhead travelling-crane, have a floor-space of 24,000 square feet, providing ample accommodation for the stock of timber required. Other buildings within the Works enclosure are the stores, 390 ft. long by 50 ft. wide, the offices for the staff, dining-rooms for the staff and workshop employes, and a fire-station. Pooley's balancing-tables are used for weighing engines, and the fire-engine is a "Shand Mason," of the latest pattern. The total number of persons employed, including the official staff, is 981. The annual wages account is, approximately, £99,000, and about £98,500 is expended on stores.

The annual balance-sheet of the Railways Department for the year ended June 30, 1906, was made prior to the opening of the railway—86 miles in length—from Tailm Bend to Pinnaroo, and at that time the total expenditure on construction and equipment for 1,746 miles of railways that were open for traffic was £13,610,520, or about £7,797 per mile. It will be observed that the average cost per mile for the entire system is moderate, but a comparison between the several sections shows that there is a wide difference. There are four divisions, two of which are served by the broad and two by the narrow gauge. The Midland system included the whole of the lines from Adelaide northward to Terowie, where the break of gauge occurs, and its average cost per mile was £15,681. In this portion experience was being purchased, and proved expensive, the first length of railway constructed—between Adelaide and the Port—costing over £25,000 per mile. The

extension to the Semaphore was still more costly relatively to its length, which may be accounted for by the necessity of a swing-bridge where the line crosses the harbour. The expenditure on considerably less than two miles was £77,918. These items necessarily raised the average. The Southern system is composed of the inter-State line to the Victorian border, with its branch line to Victor Harbour, and the Glenelg lines. The portion from Adelaide to Nairne and Mount Barker included the heavy work of crossing the Mount Lofty Range, with its viaducts and tunnels, while the cost of the Murray Bridge (over £122,000) materially affected the average of the section which traverses the more level country between the river and the border. The cost per mile for this system was

£9,917. The Northern system contains the whole of the narrow-gauge lines to the westward from Hamley Bridge to the north beyond Terowie, and to the east from Petersburg to the New South

Wales border, the average cost of which was £5,780 per mile. The South-eastern system is also on the narrow gauge, and extends from Wolseley to Mount Gambier, Rivoli Bay, and Kingston, the average cost being £4,034 per mile. When the averages of cost for the narrow- and broad-gauge systems are brought into comparison, it will be perceived that there is a certain amount of force in the argument, so frequently and freely used, that the narrower and cheaper type, by reason of its greater economy of initial outlay, has distinct recommendations in its favour as a method of opening and developing new country.

There are many aspects in which the importance of the South Australian Railway Department in its relations to the community may be regarded, one of which is the large amount of employment thereby provided. On the staff of the Commissioner and the Comptroller of Accounts 65 persons are employed; in the Traffic branch, 929; in the Locomotive branch, 1,587, of whom 528 are mechanics; and in the Maintenance branch, including the engineering staff for construction, 939; the total, including all branches of the service, is 3,520.

As an appendix to the Railways Commissioner's Report for 1906, a series of interesting diagrams afford a kind of bird's-eye view, by means of coloured lines, of the progress, or otherwise, in several respects during the last decade. As the Pinnaroo line is not included, there is only a slight increase in the number of miles open for traffic. The train mileage reached its highest level in 1901, and in the two succeeding years rather sharply declined, an upward movement which began in 1905 being continued last year. The increase in the number of passengers, however, with the exception of one year, has been constant, and last year was rapid, and the tonnage of goods and live-stock touched a higher figure than ever before. The same remark applies to the gross earnings and to the earnings per train-mile, which necessarily involved an increase both in the gross working expenses and in the working expenses per train-mile, a noticeable feature, however, being that the rise in receipts was considerably sharper than that in expenditure. It follows as a matter of course, and is clearly shown in the diagrams, that there is an encouraging advance in the percentage of net revenue to capital cost, and a corresponding descent in the percentage of working expenses to gross earnings, which fell from 63·54 per cent. in 1902 to 56·63 per cent. in 1906.

In any general survey of a State-owned railway system such as that of South Australia it should be borne in mind that its basis and object are widely different from those which underlie the construction and



BOILER SHOP, ISLINGTON.

management of private railways. Ventures of the latter description are avowedly undertaken with the object of earning a sufficient amount to yield a return to the proprietors in the form of interest on the capital invested which may be distributed as dividends to shareholders after paying working-expenses and providing for depreciation, etc. The test of success is the ratio of surplus income to total cost which is rendered available for this purpose, and the value of the property is regulated as a rule by that standard. State-owned railways, however, have no such primary purpose. In a new country, unprovided, or only partially provided, with roads, bridges, etc., they provide the means of communication and transit for both persons and produce which are essential to development, and thus indirectly, but substantially, contribute to the wealth of the community, irrespective of their own financial gains. They form an agency for the expansion of industry and commerce as essential and as serviceable in its way as wharves in the harbours, bridges over the rivers, and lighthouses on the coast. The conditions are such that their construction on borrowed capital is a necessity, for it would be unreasonable to expect an undeveloped country to provide the requisite funds. The interest on the loans obtained for this purpose is obviously the first charge on the railway revenue, which should be sufficient to meet the demands. A slight deficiency at this point, however, need not be interpreted as a token of failure—it is the price to be paid by the general community for the indirect advantages of the services

rendered. While this may be allowed, equity and common sense indicate that the actual users of the railway should be held responsible for the cost of accommodation, or, in other words, that equilibrium should obtain between the gross expenditure and the revenue. That point being reached and maintained, there is no justification for so working the railways as to show large profits in the balance-sheet, which would mean that the railway tariff of freights and fares was unnecessarily high. In short, a State-owned railway should be run on business principles, made to pay, and should not be to the general taxpayer either a burden or a relief.

These general observations apply to the South Australian Railway Department and its management throughout. The application of the principles referred to has been such that the actual value of the railways

as a national asset is considerably more than can be shown in any balance-sheet or statement of receipts and expenditure. The gross revenue for the year ended June 30, 1906, was £1,349,765, and the upward movement which produced this record income is so vigorously sustained that the receipts for 1906-7 will reach £1,500,000. These figures have not been equalled in any previous year. Were the railways owned by a Company and worked merely for profit, they could be made to immediately yield splendid returns on the capital that has been sunk in them. In that case their market-value would advance by leaps and bounds; and this fact, together with the evidences of skilful and judicious management that are visible in every direction, testifies to the financial soundness of the concern, and should reassure the public creditor as to the safety of his investments.

ALAN GEORGE PENDLETON, C.M.G., South Australian Railways Commissioner, is a native of Ireland, but has spent the last thirty years of his life in South Australia. He is the son of Captain H. L. Pendleton, who was a country gentleman, Captain and subsequently Adjutant in the Louth Militia, and served during the Peninsula War. He retained the rank of Adjutant until the corps was called out for active service at home during the Crimean War, when he retired. Mr. Pendleton was born at Collon, in the County of Louth, on May 17, 1837. He received his education in a school at Trim, in the County of Meath, and from a private tutor. At 18 years of age he received a clerkship in the service of what was then known as the Manchester, Sheffield, and Lincolnshire Railway, but is now called the Great Central Railway Company. He was appointed agent and manager of the Calcutta and South-Eastern Railway of India in 1861, and held that position for about seven years. Returning to Great Britain, he became Assistant Superintendent of the Great Northern Railway Company in England from 1869 to 1876. Mr. Pendleton came to South Australia in 1877, and was for several years General Traffic Manager of the South Australian lines. During the time that he held that position the railway system of the State underwent great expansion, and the responsibilities devolving upon the management correspondingly increased. Ten years after Mr. Pendleton arrived in South Australia a new Railway Act was passed, the object of which

was to remove the Department from direct political control by placing it under a Board of Commissioners. Both in South Australia and the other States the necessity of some such change had been manifest. The Act came into operation on June 1, 1888, and the first Board of Commissioners consisted of Mr. J. H. Smith (Chairman), and Messrs. H. J. Hill and A.



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MR. ALAN GEORGE PENDLETON.

S. Neill. This arrangement continued for seven years, when, the term for which the Board had been appointed having expired, Mr. Pendleton succeeded to its powers and functions, being appointed sole Commissioner, assisted by an Advisory Board, consisting of the heads of the Locomotive, Engineering, and

Traffic Departments. For the important post, Mr. Pendleton possessed exceptional qualifications through his intimate acquaintance with railway management in India and Great Britain, and the familiarity with details of the South Australian system during his long tenure of office as General Traffic Manager. The appointment was made in June, 1895, and the success of Mr. Pendleton's management may be inferred from the single fact that, during the following ten years, the railway earnings, after paying all expenses, returned an average of 3.45 per cent. on the invested capital. The honour of C.M.G. was conferred on him in 1905. He was married in 1877 to Agnes, daughter of the late Mr. John Edis, of Cambridge, England. His home is at "Carnagon," Mount Lofty, and his chief recreations are fishing and gardening.

ALFRED NORWOOD DAY, Secretary to the South Australian Railways Commissioner, is a son of the late Mr. G. F. Day, who was connected for many years with the waterworks branch of the Public Works Department. His father came to the colony in its comparatively early days, and was engaged in farming pursuits in the neighbourhood of Yankalilla for a considerable time before he removed to Adelaide and entered the public service. The son was born at Norwood on January 17, 1868, and educated at Prince Alfred College. At the close of his scholastic career in 1884 he entered the Government

service as a cadet in the Hydraulic Engineer's Department. He was transferred to the Engineer-in-Chief's Department in May, 1888, and was placed in charge of the correspondence in the Railway Commissioner's office in February, 1891. He was promoted to the position of Chief Clerk in January, 1894, and received the appointment of Secretary to the Railways Commissioner—an office which did not previously exist—in 1896, which he still retains. Mr.



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MR. ALFRED NORWOOD DAY.

Day has taken an active interest in athletic exercises and outdoor sports, such as cycling, cricket, etc. He is Chairman of the South Australian Railways Service Appeal Board, under Act 829, 1903, and is also a Justice of the Peace. His residence is at Sydenham Road, Norwood.

ALEXANDER BAIN MONCRIEFF. In a country like South Australia, where public services such as railways and water supplies are constructed and managed by the Government, instead of a corporation or trust, as is usually the case in England, the Public Works Department is necessarily of extreme importance. On the Engineer-in-Chief, in particular, devolves heavy responsibility. Mr. Alexander Bain Moncrieff, C.E., M.I.C.E., who has held that position since 1888, was born in the neighbourhood of Dublin, Ireland, on May 22, 1845, and is a son of Alexander Rutherford Moncrieff, merchant, and manager of a large mill-

ing and malting establishment, the mechanism of which, driven by water-power from a locked river, may have given him his first bias towards engineering. He was educated at the Belfast Academy, and afterwards articled to Mr. C. Miller, Civil Engineer and Locomotive Superintendent of the Great Southern and Western Railway of Ireland. On the expiration of his articles he was for some time in charge of work at Inchicore, and foreman of the works at Dundelk, having been for two years draughtsman in the Locomotive Works of Messrs. Dubbs and Company, Glasgow, and finally manager of an ironworks near London, thus adding Scotch and English to his Irish experience. Mr. Moncrieff was engaged in London as Draughtsman for the Engineer-in-Chief's Department in November, 1874, arriving in South Australia in the following February. In the following year he accompanied Colonel Scratchley, R.E., to the eastern colonies to assist in designing defences, and was afterwards entrusted with the superintendence of the construction of the forts at Largs Bay and Glanville. At that time the Great Northern Railway, which now extends from Port Augusta 478 miles northward to Oodnadatta, was in course of construction, and in 1879 Mr. Moncrieff was appointed Resident Engineer, having his headquarters at Quorn. He held that position until 1888, when he was appointed Engineer-in-Chief in succession to Mr. H. C. Mais, and shortly afterwards the Departments of Waterworks and Sewers and of Harbours and Jetties were also placed under his control. During the last eighteen years the works for which Mr. Moncrieff has been responsible would make a long catalogue, of much diversity as well as great importance. Besides the construction of several hundreds of miles of railways and the maintenance of the entire system, they include waterworks in several parts of the State, the drainage system of the South-East, harbours, jetties, and lighthouses, wells and artesian bores, improvement of the River Murray navigation, the Glanville Workshops, including a large pipe foundry, smelting works, and freezing depots. Besides all this, Mr. Moncrieff was for many years Chairman of the Supply and Tender Board, and acted as Deputy-Railway Commissioner during the absence of Mr. Pendleton. Within the last

few years he has been relieved from the control of the Adelaide and some other waterworks. Prominent among the great works with which Mr. Moncrieff's name will always be connected are the Outer Harbour at Light's Passage, his plans having been adopted after the discussion of rival schemes extending over a quarter of a century; the Barossa and Bundaleer water scheme, by which not only several Northern towns are supplied, but water made available over a vast extent of country; and the magnificent Happy Valley Waterworks, which included tunnels through two ranges of hills, one of the tunnels being three miles long, and alignment almost faultless in precision. This scheme, by which a copious supply of water for generations to come is secured, cost £500,000. Mr. Moncrieff was elected President of the Institute of Surveyors in 1901, and of the Public Service Association in 1904. He was married to Mary Benson, daughter of Mr. Sunter, of Strath-



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MR. ALEXANDER BAIN MONCRIEFF.

albyn, in 1877. He was elected M.I.C.E. (England) in 1888, and M.I.C.E. (America) in 1894.

WALTER RUTT, Chief Assistant Engineer to the Government of South Australia, was born in London in 1842, receiving his education at the London University College School. From there he was articled to the profession of an engineer with Mr. William Wilson.

M.I.C.E., of Westminster, and on completing his indentures continued to remain with that gentleman for some years, assisting in the carrying out of such works as the Victoria Station, Pimlico, the Victoria Railway Bridge over the Thames, and other railway works in England. From there he went to the well-known firm of Waring Bros., and was engaged first in their Westminster office, and afterwards on the construction of the Midland Railway extension to London. Mr. Rutt came to South Australia in 1869, entering the Drawing Office of the Public Works Department. The first important work he was engaged on was the drawing of plans for the Reservoir at Hope Valley, in connection with the water supply of Adelaide. He next assisted in the survey of the Government Railway from Port Augusta to Government Gums, and afterwards went to the Northern Territory as second in command to Mr. R. C. Patterson, helping in the construction of the northern section of the overland telegraph to Port Darwin. Soon after his return to Adelaide he went to Western Australia, where he was engaged on the survey of the first railway constructed in that colony. Coming back to South Australia, he entered the Government service as a Railway Surveyor, prin-



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MR. WALTER RUTT.

cipally to report on all possible routes between Adelaide and the River Murray. He then entered the Engineer-in-Chief's Adelaide

office, taking charge of the preparation of all estimates. In 1886 he was appointed Assistant-Engineer for Railway Construction, and had the general supervision of the railways from Hergott to Oodnadatta, Petersburg to Cockburn, and various other lines. On the death of Mr. W. D. Lovell in 1896, Mr. Rutt was appointed Chief Assistant-Engineer, and has held that position ever since. He is Treasurer of the Royal Society of South Australia, and is prominently identified with the College Park Congregational Church, of which he is a Deacon, also taking an ardent interest in the working of the Sunday-school, having for many years acted as Superintendent. He is also Minute Secretary of the South Australian Sunday-school Union. Mr. Rutt was married in 1873 to Elizabeth Sarah, daughter of the late Mr. Nathaniel Hailes, of South Australia, and has a family of two sons and one daughter.

GRAHAM STEWART, Superintending Surveyor of the Engineer-in-Chief's Department, South Australia, is a son of the late Mr. George Stewart, who for many years held the position of Police Magistrate at Port Fairy, in the Western District of Victoria. Mr. Stewart was born in the fertile Gippsland district of Victoria, in 1851, and received his education in that State, and in 1870 became a member of the South Australian Civil Service. He first held the position of Assistant Railway Surveyor, afterwards that of Railway Surveyor; and was appointed to the responsible position of Superintending Surveyor in 1883. On the amalgamation of the Hydraulic Engineer's and Water Conservation Departments with the Engineer-in-Chief's Department, in 1888, he was entrusted with the charge of all the engineering surveys of the State, including those for such important works as railways, waterworks, harbours, and river improvements. He has had charge since 1886 of the works carried out for the improvement of the navigation of the Murray within the State of South Australia. In 1902 the works connected with water conservation, not within the water districts under the Hydraulic Engineer, including deep-well boring in the interior, were placed in his

charge, also the works in connection with roads outside District Councils. He was a member of the Royal Commission appointed by the Federal Government in 1903 to report upon sites for the Federal capital. Mr. Stewart has been in the



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MR. GRAHAM STEWART.

South Australian Civil Service for about 37 years, and his duties have taken him all over the State, where he has won general popularity by the way in which they have been discharged.

JOSEPH COWAN BAIN MONCRIEFF, Resident Engineer of the Midland Division of the South Australian Railways, was born in the City of Dublin on July 24, 1849, and is the second son of the late Mr. A. R. Moncrieff, a business man of Belfast, Ireland. On the completion of his scholastic education at the Belfast Academy, Mr. Moncrieff was articled to John Rowan & Sons, engineers, of Belfast. After serving his indentures he passed three years in the Inchmore Workshops in connection with the Great Southern and Western Railway in Ireland, and further augmented his experience by taking charge of the Belfast Harbour Works, subsequently assuming the management of a foundry at Newry. Mr. Moncrieff arrived in South Australia at the time of the railway expansion in 1875, and entered the Government service as Assistant-Engineer, in the Engineer-in-Chief's

Department, on March 24 of that year. Eleven months later he was appointed to the control of the Ways and Works Branch of the railway service, and has been connected with that Department ever since. Mr. Moncrieff is a member



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MR. J. C. B. MONCRIEFF.

of the Institution of Civil Engineers. He was married in 1876 to Anne Josephine Woods, of Newry, Ireland, and has a family of three sons and five daughters.

THOMAS ROBERTS, member of the Institute of Civil Engineers, member of the Institute of Mechanical Engineers and for many years Chief Mechanical Engineer in the South Australian Railway Department, was born at Crewe, England, on October 28, 1845. He received his training as an apprentice to engine fittings in the Locomotive Workshops of the Lancashire and Yorkshire Railway, Bury, Lancashire, where he served upwards of five years. He then joined the Worcester Engine Company, Worcester, as junior draughtsman, and gradually worked his way up to the position of Leading Locomotive Draughtsman. In order to obtain a thorough knowledge of smelting and manufacturing iron from the ore, he removed to Middlesborough-on-Tees, in the Cleveland district of North Yorkshire, and he subsequently spent two years in the marine engineering works of Messrs. Fawcett, Preston, and Co., Liverpool. Having finally

elected to devote himself to railway work, he became connected with the staff of the Chief Mechanical Engineer of the London and North-Western Railway Company, which had its headquarters at Crewe, as Leading Locomotive Draughtsman, and during the last three years of his engagement with that company was Deputy-Chief Draughtsman. Mr. Roberts came to South Australia in May, 1879, having been offered the position of assistant to Mr. W. Thow, who at that time was the Locomotive Engineer, so that he was connected with the Railway Department of the State for considerably more than a quarter of a century. The extensive knowledge he acquired of the several branches of his profession in early life, and his varied experience, have led to the



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MR. THOMAS ROBERTS.

benefit of his advice having been sought by other States, and he has frequently taken part in the work of technical boards, besides reporting on various matters connected with their rolling-stock, workshops, etc. For seventeen and a half years the Locomotive Branch of the South Australian Railways was entirely under his direction, and as a final recognition of his ability he received the appointment of Consulting Engineer in London for the various Australian States.

BENJAMIN FRANKLIN RUSHTON, who occupies the important post of Chief Mechanical Engi-

neer to the South Australian Railways, was born in Patricroft, Manchester, England, on November 29, 1859. He is a son of Mr. Benjamin Rushton, who for many years was connected with the Railway Department of this State. When young Rushton had attained the age of five years his parents emigrated to South Australia, where they arrived in 1864. The subject of this sketch subsequently attended the Gouger Street Academy, and, after acquiring a sound elementary training, entered the South Australian railways as an apprentice to the engineering branch in 1874. A few months after the termination of his indentures Mr. Rushton was transferred to the South-East, where he was placed in charge of the Loco. Department on the Kingston to Narracoorte railway. In 1884 he was promoted to the position of locomotive foreman on the Beachport to Mount Gambier line, and two years later was given control of the Port Pirie to Petersburg line (a very busy centre), with the title of district locomotive superintendent. With the opening of the Broken Hill line this section became the most important on the South Australian Railways, and Mr. Rushton removed his headquarters from Port Pirie to Petersburg, where a well-fitted repairing-shop was added to his already extensive control. Later on,



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MR. BENJAMIN FRANKLIN RUSHTON.

his duties were still further increased, for, finding that greater efficiency could be secured by treating the whole of the narrow-gauge rolling-

stock as a unit instead of splitting it into various commands, the Railway Commissioners gave Mr. Rushton inspectorial authority over the Great Northern and Western Divisions of the narrow-gauge service. He thus became the principal officer in the network of railways that stretch from Wallaroo to Cockburn and from Hamley Bridge to Oodnadatta. Mr. Rushton held this position till August, 1906, when he was appointed Chief Mechanical Engineer, in the place of Mr. T. Roberts, who had gone to England to fill the post of consulting engineer to the various States. During the twenty years he was in command at Port Pirie and Petersburg Mr. Rushton displayed sound judgment, tact, and perspicacity, and his unfailing courtesy gained for him a large circle of acquaintances. On the eve of his departure from Petersburg he was the recipient of a handsome silver service, presented by his many friends residing in the district. Mr. Rushton is a member of the Masonic fraternity and a Past Master of the Grand Northern Lodge, No. 46, S.A.C., his mother Lodge being the Port Pirie, No. 24, S.A.C. He is a prominent member of the Church of England. In 1881 Mr. Rushton married Susannah, a daughter of Mr. J. Atton, of Rotherham, Yorkshire, England, and has a family of one son and four daughters.

GEORGE YEOMANS, Outdoor Running Superintendent of the South Australian Railways, was born near Nottingham, the county town of Nottinghamshire, England. He is a son of the late Mr. George Yeomans, and was educated in his native town. At the termination of his schooldays he was apprenticed to the engineering trade at the Bromgrove Engine Works, near Hyde, and at the conclusion of his indentures went to Lincolnshire to assist in putting up a large blowing engine for Adamson and Company, one of the foremost engineering firms of the day. This work being completed, he joined the London and North West Railways, remaining in this service for some four years, when he left England for Australia. On his arrival in Victoria in 1870 Mr. Yeomans became connected with the Melbourne to Hobson's Bay Railway, the first railway line erected in Victoria. After continuing in this connection

for several years, he proceeded to New Zealand to take charge of several locomotives belonging to Messrs. Brogder & Sons, who were then building railways in New Zealand. Leaving there in 1876, he came to South Australia, and, shortly afterwards, became identified with the South Australian Railways Department. In 1890, after occupying various positions on the staff, in which he had ample opportunity of proving his ability and amplifying his experience, he was promoted to his present position of Outdoor Running Superintendent. Mr. Yeomans is of a musical disposition, and he holds the post of organist at the Church of England, Islington, where he has been identified with the choir for twenty-five years. In many fields of recreation, rifle-shoot-



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MR. GEORGE YEOMANS.

ing holds pride of place in the estimation of Mr. Yeomans, and many have been his triumphs in this particular sport. The year before he left England he shot at Wimbledon, and was the second highest scorer in the first stage of the Queen's Prize. He had previously won the Challenge Cup of the Thirty-Sixth Regiment of the Cheshire Rifle Volunteers; also several battalion prizes. In Victoria he joined the Sandridge Artillery Company, with whom he served for some years, winning a number of prizes, and since his arrival in South Australia he has consistently followed up the same interest. It was indeed only recently that he scored the pos-

sible at a range of 500 yards. Mr. Yeomans is a member of the Masonic fraternity. In 1870 he married Mary Hendrie, daughter of the late Mr. Amos, of Annan, near Kirkcudbright, Scotland, and has a family of four sons and one daughter.

THOMAS BIRD, District Locomotive Superintendent, Adelaide. The subject of this notice was born at Belston Hall, Cheshire, England, and is a son of the late Mr. John Bird, one of the largest farmers of that part of the country. He received his educational training at the Brumby District Grammar School, and on the completion of his studies was apprenticed to the engineering trade at the Crewe Works, Cheshire. Having served his indentures, he remained at the works for some time, subsequently being transferred to the Running Department of the Crewe sheds. Here he worked as journeyman until his promotion to the position of foreman of the sheds, from which he passed to take charge of the South Wales District, being stationed at Swansea. After a period of some years at this post, Mr. Bird left England for the antipodes, and joined the South Australian Government service as Locomotive Inspector, later becoming Locomotive Foreman, and ultimately receiving the appointment of District Locomotive Superintendent, which he has retained up to the present time. Mr. Bird was married in 1890 to Mary, daughter of the late Mr. Tobin.

JOHN BURNET McNEIL, General Traffic Manager of the Railways of South Australia, was born in Dumfries-shire, Scotland, in 1845. He was educated in his native county, and at the conclusion of his schooldays adopted a seafaring life, serving for several years before the mast. At the age of twenty-three he came to South Australia with the intention of settling, and in 1890 joined the South Australian Railway Department, being stationed at Gawler. Passing through the various grades of the service, he steadily worked his way up until he attained the position of District Traffic Superintendent. In 1895, on the appointment of the present Commissioner of Railways (Mr. Alan Pen-

dleton), Mr. McNeil was promoted to the post of General Traffic Manager, and has since carried out the many responsible duties attached to his position in an eminently satisfactory manner. Mr. McNeil, who is a member of the Masonic fraternity, was married in 1874 to Isabella Michie, daughter of the late Mr. Henry Michie, of Port Adelaide, and has a family of six sons and one daughter.

HENRY McARTHUR, Traffic Superintendent of the Midland District of the South Australian Railways, was born at Port Adelaide on May 2, 1840, and is the eldest son of the late Mr. John McArthur, who came to South Australia in 1836, and who was identified with the early history of Port Adelaide. Mr. Henry McArthur was educated at an Anglican school in Port Ade-

laide, and on the termination of his scholastic career entered into business life, engaging in a variety of



MR. HENRY McARTHUR.

pursuits. When he had attained the age of twenty-two years Mr. McArthur became associated with the contractors who were carrying on the Goods Department for the South Australian Railways. He continued in their employ until 1869, and then joined the Government service. In the same year the Government acquired the control of the Goods Department, and Mr. McArthur was appointed to a position on the staff, being located at the Goods Branch at Port Adelaide. He was afterwards transferred to Adelaide as Goods Overseer, and filled that post until his appointment in 1875 as Traffic Superintendent of the Port Pirie to Gladstone line, which was subsequently extended to Laura, Quorn, and Blyth; and in the discharge of his duties Mr. McArthur saw the whole of the construction of this line. In 1896 he was promoted to the position which he now occupies.

ENGINEER-IN-CHIEF'S DEPARTMENT.

The public works under the supervision of the Engineer-in-Chief are necessarily both varied and important. They include railway works, harbour works and jetties, Government workshops, the services of the Adelaide and country water districts, the outer harbour, water conservation, the Adelaide sewers and sewage farm, and a variety of miscellaneous matters.

The Engineer-in-Chief is Mr. Alexander Bain Moncrieff, M.I.C.E., who is also Engineer of Railways, Harbours, and Jetties. The Hydraulic Engineer is Mr. C. A. Bayer, M.I.C.E., and the Chief Assistant-Engineer is Mr.

W. Rutt. The other principal members of the professional staff are as follows:—Superintending Surveyor, Mr. G. Stewart; Quantity Surveyor, Mr. H. Snell; Assistant Engineer of Harbours and Jetties, Mr. J. B. Labatt; Chief Draughtsman, Mr. A. E. Bonney;

Surveyors, Messrs. J. G. Stewart, R. H. Ayliffe, J. F. Furner, and H. Eaton; Assistant Surveyors, Messrs. C. B. Keen, S. Smeaton, and F. M. Stuart; Valuator, Mr. W. H. Fenwick.

The clerical staff includes:—Accountant, Expenditure Branch, Mr. F. Olifent; Revenue Branch, Mr. Jasper Bee; Chief Clerk, Mr. L. Dyke.

Inspectors are as follows:—Ironwork, Mr. T. B. Wemyss; Water Conservation (Central District), Mr. B. B. Ranford; (Western District), Mr. E. Gates. There are also separate staffs of works inspectors and sewer inspectors, and a patroller of the

River Torrens and Onkaparinga watersheds, besides collectors in the several districts.

In the Adelaide Water District the Superintendent of Mains is Mr. R. Gardner, and the Head Clerk Mr. W. Goss. The Superintendent of Waterworks, Port



LIGHTHOUSE AND SIGNALLING STATION, CAPE BORDA.

Adelaide, is Mr. T. H. Sawers. In the country water districts the Resident Engineer of the Beetaloo, Bundaleer, Crystal Brook, Port Germein, and Peak Springs water supplies is Mr. T. A. Hicks; the Assistant to Resident Engineer, Mr. C. C. Buttfield; and the Head Clerk Mr. W. J. Carter. The Superintendent at Mount Gambier is Mr. J. Fairweather; at Gawler, Mr. E. Baldwin; and at Port Augusta, Mr. Thomas L. Sykes.

Resident Engineers are:—Pinnaroo Railway, Mr. C. S. Mann; Port Lincoln Railway, Mr. J. O. Somerville; Outer Harbour, Mr. Oliver H. Rogers; and Assistant to Resident Engineer, Mr. R. B. Caldwell.

The Superintendent of the Glanville Workshops is Mr. J. Tilley, and the Head Clerk Mr. J. Dunstone.

The Sewage Farm is under the management of Mr. Bedford Hack, and the Resident Inspector of Sewers (Sewers Yard), Mr. Ellis Negus. Among the miscellaneous offices and officers are:—South-Eastern drainage works—Officer-in-charge, Mr. Frederick M. Burchell; Acting Inspector of Bores, Mr. J. Jelley; Inspector of Works and Caretaker of River Murray Plant, Mr. G. Grundy. There is also a large and varying staff of draughtsmen, clerks, caretakers, collectors, foremen, etc.

A volume might be filled with the details of the various and valuable services rendered to the State by the engineering department and its several branches. These services extend all over the State, and include, besides those referred to in a previous paragraph, which are of great extent and general public utility, a variety of local undertakings, such as country water-works, roads and bridges outside District Councils, also South-Eastern drainage, the Glanville Workshops, etc.

An account of the railway system of South Australia has already been given, but it may be mentioned here that in the latest report of the Engineer-in-Chief to the Railways Commissioner it was stated that the way and works on all the open lines had been maintained during the year at a cost of £190,845. The total value of the work executed at the Way and Works Shops, Glanville, under the manufacturing account, had been £72,546. The report stated that "the relaying of the Port Pirie and Cockburn line with 50-lb. plant, in order to provide 40-lb. plant for the construction of the Taillem Bend and Pinnaroo Railway, was finished during the year, and in order to provide similar rails for the construction of the Port Lincoln line arrangements have been made for the re-laying of further portions of the Port Pirie and Cockburn line and the western lines with 50-lb. plant, and the Victor Harbour branch with 60-lb. plant, all of which work will tend towards the improvement of the lines, and is good business."

When the contractors for the construction of the Pinnaroo Railway intimated that their financial arrangements did not admit of their completing the contract, the Department took the unfinished work in hand

on behalf of the contractors, and carried it to completion, so that the opening of the railway was not delayed, or the settlers who were depending on it for means of transit seriously inconvenienced. Tenders for the construction of the Port Lincoln Railway were advertised in due course, and that of the Department being the lowest the work was placed in its hands, and, at the time of writing, is being proceeded with. The efficiency with which the Department is managed is evidenced by the foregoing quotation and the particulars that have been named.



LIGHTHOUSE, OFF SEMAPHORE.

In connection with the harbours and jetties branch, works are proceeding continuously in the various parts of the State. For harbour-deepening operations a fleet of dredgers, barges, tugs, and launches is engaged. The more recent additions to the plant are the dredger "Triadacna," which was purchased from the Queensland Government, and is a combined suction and grab dredger, with hopper for carrying her own spoil, and the dredger "Saurian," which was purchased from the Rockhampton Harbour Board—a bucket-ladder dredger, capable of deepening to 25 feet below the water-line. These

vessels have been employed in dredging at Port Wakefield, Franklin Harbour, and Port Broughton, and will be used to improve the navigation at Port Pirie and Port Germein. The appliances have also been at work in various parts of Port Adelaide, deepening at the several wharfs, in some cases on behalf of the owners. They have also been extensively used under hire at the Outer Harbour works.

At the several lighthouses and light stations a large number of repairs and improvements are reported as effected from time to time. These include making good the inevitable wear and tear to which both premises and appliances in exposed situations are necessarily subject. New lamps and fittings have had to be provided in some cases, and additional lights are supplied as required here

and there. Machinery has received overhauling and adjustment, and in certain cases telephones fixed between lighthouses and keepers' quarters.

Considerable extensions to existing jetties at several of the outports are among the demands of the year, rendered urgent by the increased traffic consequent on good seasons, and necessarily much has to be done for protection and repair. Among the principal works enumerated in the latest report are a new jetty at Stansbury, 1,050 feet long, completed by contract, and extensions of jetties as follows:—North Shields, 565 feet long, by contract; Arno Bay, 300 feet long, by contract; Lipson's Cove, 150 feet long, by contract. Besides these, sheet-piling, new piles, additional trucks, and numerous renewals and repairs are on the list.

THE OUTER HARBOUR.

Much the most interesting and undeniably the most important of any harbour works undertaken in South Australia for many years are those in connection with the formation of an Outer Harbour. As compared with Melbourne and Sydney Adelaide has been heavily handicapped by its having no such land-locked sheet of water near the metropolis as Port Phillip or Port Jackson. Holdfast Bay and Largs Bay are open roadsteads, and the depth of water does not permit large vessels to anchor within two or three miles of the shore. Largs Bay is the more sheltered and has the better water of the two, conditions which have led to its being selected as the port of call for mail steamers, etc.; and by the erection of a substantial railway pier everything possible has been done to minimize its natural disadvantages. There is, however, inevitable difficulty and delay under the most favourable circumstances when a double transshipment of passengers, mails, and cargo has to take place, and the conditions are not always favourable. When a strong wind is blowing up the gulf, the passage from ship to shore, or *vice versa*, is always extremely uncomfortable and sometimes even perilous, the handling of mails is more or less risky, and occasionally the landing of cargo impossible.

The security of Port Adelaide, when once that haven is reached, is all that need be desired. In the earlier days it generally met the requirements, though even then inward-bound vessels were occasionally stranded in the endeavour to make the passage. The ship which brought the writer of these lines to South Australia in 1848 stuck fast on Schnapper Point, and remained immovable for a fortnight, through a miscalculation as to the depth of water. Continuous and costly dredging operations have improved the channel and deepened the harbour, but no wit or work of man could shorten the distance to be traversed from the anchorage to the wharf so as to induce the captain of a mammoth ocean steamer, who made Adelaide only a port of call, to delay his voy-

age by proceeding up the stream, even if that were the only objection. The desideratum, of course, was provision for the largest of such vessels to proceed directly in all weathers to a position alongside a wharf, where in perfect safety passengers and goods might be transferred to a railway train. This, it was averred, would make Adelaide the Brindisi of Australia, and enable it to obtain the full advantages of its geographical position, but nothing else would meet the requirements of the case.

Various schemes were suggested and several projects were mooted before the necessary legislative sanction was obtained, and definite action commenced, of which it is only necessary to refer to the more important. One of these was the construction of a breakwater and other necessary accommodation at Marino, a point on the gulf coast not far south of Glenelg. The site was examined and favourably reported upon by Captain H. J. Stanley, who prepared an elaborate statement accompanied by diagrams, maps, etc. The scheme found many warm advocates in and out of Parliament, but the strong argument against it was that it would mean the establishment of a new port, which would be a rival to Port Adelaide. As the Engineer-in-Chief remarked afterwards, the difficulties were rather commercial than engineering, but they were sufficient to block the way of the proposal. Another plan was the construction of a breakwater at Largs Bay, but this was objected to on the grounds of its costliness and inadequacy. Sir John Coode, as an engineer of the highest repute, was invited to examine and report on the whole question, and though no immediate action followed, the central principle of his recommendation, that in any such harbour works as were contemplated what had been done at Port Adelaide should be recognized and followed up, was accepted as sound and trustworthy. The object, it was acknowledged, should be to attract business to the port, and not to divert it into some other channel. A further and ex-

haustive report was obtained in 1901 from Mr. Lindon W Bates, who had previously visited the locality and obtained some knowledge of its capabilities. Following in some measure the lines of Sir John Coode, he prepared plans for "the outer and inner harbours of Port Adelaide, providing easy and safe access for the largest vessels to sheltered wharfs at Schnapper Point. His plans, however, contemplated a larger outlay than any Ministry would be prepared to propose to Parliament. They were modified by the Engineer-in-Chief, who reported that certain works could safely be dispensed with as unnecessary, and



in this altered and more manageable form the scheme was adopted by the Government.

Meanwhile, several proposals had been initiated by private persons and companies, and either abandoned or rejected. The earliest of these was a project by the Ocean Dock Company in 1882 for the construction of a dock near the Port Adelaide Lighthouse, and, though a Bill was passed through the Parliament, it was finally decided that that Company was unable to carry out its plans. In 1888 and 1889 Mr. Rowland Rees succeeded in carrying a Bill through both Houses of the Legisla-

ture for the construction of an outer harbour at Largs Bay, but was unable to float a Company to do the work. This project was taken up by Mr. George Bailey, who also failed. His plans were based on the recommendations of Sir John Coode, but the financing of the scheme broke down. A much more ambitious scheme was engineered into Parliament in 1898 by Lord Kilmorey, which contemplated the expenditure of something like two millions of money in improving the Port River so as to provide for over-ocean traffic; but this plan, like others, came to grief. It will thus be seen that private enterprise had a very fair chance before the construction of an outer harbour as a public undertaking was resolved upon.

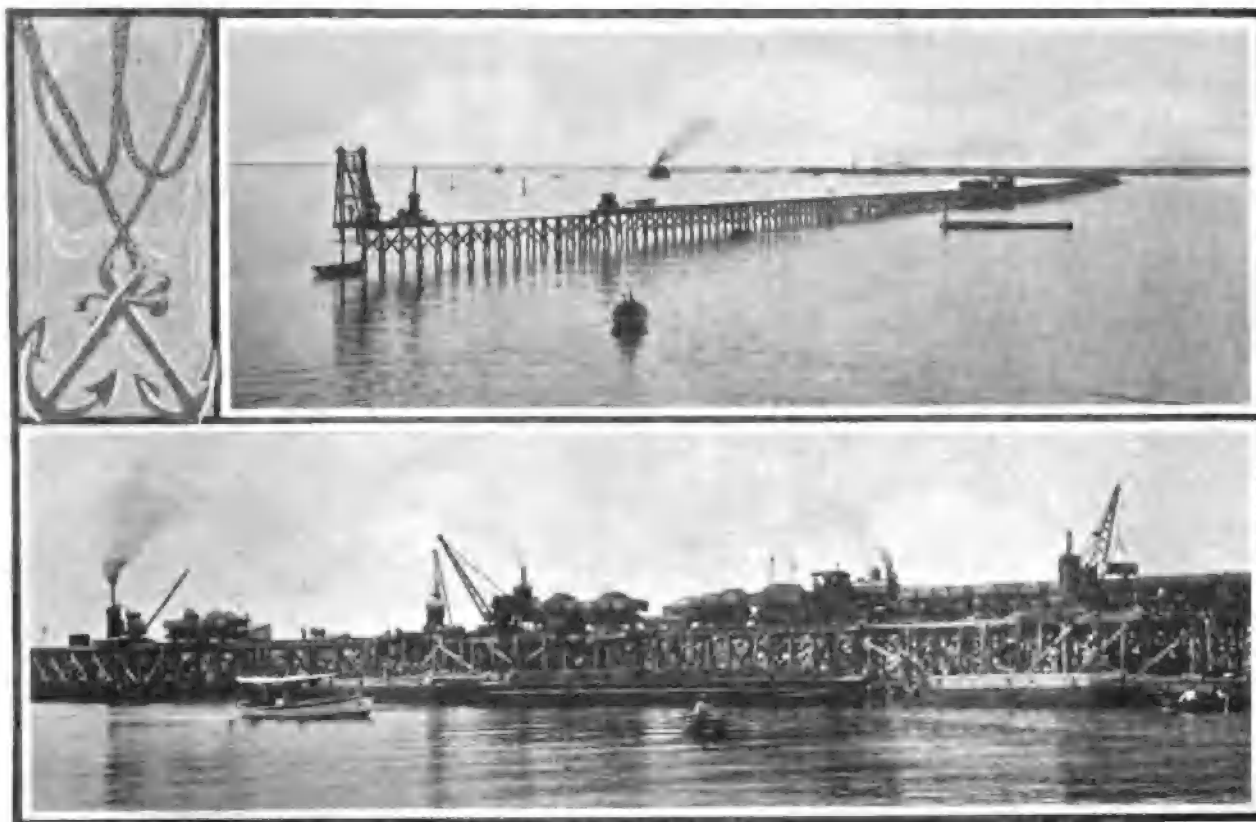
It is also possible to trace without the slightest hesitation the successive stages in the evolution of the Outer Harbour scheme. Commercial and engineering considerations combined to eliminate any idea of providing the required accommodation at either of the roadsteads in the gulf. Sir John Coode's plan was to construct retaining walls on both sides of the channel, continuing them as moles to fixed points. Mr. Bates recommended that the channel should be ultimately widened to 400 feet, and deepened to 29 feet, which would provide for ordinary shipping, and that for the largest steamers wharf accommodation should be constructed at Schnapper Point with retaining-walls, and a depth of 36 feet. The completed plans would make Port Adelaide one of the finest ports in the world, but at a total cost of £1,800,000, which was prohibitive. Much of this work, however, was not intended to be performed at present. The portion which Mr. Bates recommended for the required accommodation at Schnapper Point was estimated to cost £740,000. In his report on this proposal the Engineer-in-Chief still further reduced expenditure by omitting certain particulars as not necessary. He selected a site lower down the river, which forty years' experience proved to be sheltered even when a storm was raging in the gulf, thereby saving half a mile of dredging; instead of widening the channel to 600 feet, took it as it stood at 400 feet; dispensed with works intended to guard against silting up, on the ground that, if required, a little dredging would be cheaper than paying interest on the cost of their construction; and made the depth 33 instead of 36 feet. The accommodation thus provided, though less than that in Mr. Bates's plans, would be sufficient for the immediate future, and the outlay reduced by nearly £300,000.

A Bill was prepared for the construction of an Outer Harbour on the plans submitted by Mr. Moncrieff, which after running the usual gauntlet of legislative criticism, was passed, and the Act was assented to on December 21, 1901. This Act provided for the excavation of a channel from the anchorage in Largs Bay to the harbour of a depth of 33 feet and a width of 400 feet, the width in the harbour itself being 1,000 feet, with the necessary

wharfs, appliances, and buildings, to accommodate traffic by ocean steamers, and also a railway from Large Bay to the scene of operations. In order to make assurance doubly sure, it was provided that:—"Before any tenders are called for the construction of the work a report shall be obtained from three independent experts affirming that the site at Light's Passage is safe, suitable, and preferable to the construction of an outer harbour at Marino, and that the railway and harbour works at Light's Passage can be effectively completed for five hundred thousand pounds." As Mr. Moncrieff's estimate was £446,000, a fair margin was allowed the experts in the matter of expenditure.

instead of curved. As to cost, they agreed that the works could be efficiently completed for £500,000, including the additions and modifications they had suggested.

This final preliminary having been complied with, and the assent of the Commission of Experts received according to the stipulation in the Act of Parliament, tenders for the execution of the work were invited by advertisement, both in England and Australia. The tender of Messrs. Rawdon & Baxter for £437,044 was accepted, and the contract was signed on April 22, 1903. The amount was exclusive of official expenses, plans, etc., the whole of which were to be included in the £500,000



C. E. Stamp, Artist.

OUTER HARBOUR CONSTRUCTION WORKS.

The gentlemen chosen to revise and report on the plans of the Engineer-in-Chief were Mr. Napier Bell, M.I.C.E., Mr. C. Y. O'Connor, M.I.C.E., and Mr. Thomas W. Keele, M.I.C.E. These gentlemen in their report, dated February 10, 1902, emphatically expressed their opinion in favour of the Port River site rather than that suggested at Marino. They agreed that sheltering moles and training banks could be dispensed with, for the reasons assigned by Mr. Moncrieff in his official report. They suggested as a modification of the plans that instead of sheet-piling there should be a training-mound of rock behind the wharfs, continued thence outwards towards the ocean for 7,000 feet, and also that the line of channel might with advantage be straight

to which expenditure was limited by the Act. The contractors commenced operations without unnecessary delay, but the construction of the railway had to be first completed. Matters were so far advanced, however, that on July 20, 1904, the first pile in the site of the harbour was driven by His Excellency the Governor, and the event was made the occasion of a congratulatory ceremony.

From that time the works proceeded with a fair amount of dispatch until towards the close of 1905, when it transpired that a very serious difficulty had arisen between the contractors and the Government. It is not the province of this work to enter into or discuss the merits of the dispute, and, fortunately, the facts can be

stated with the utmost impartiality. It will be remembered that the plans of the Engineer-in-Chief differed from those prepared by others by dispensing with training-walls designed to prevent the accumulation of silt. The twofold question whether such provision against silting is necessary or not, and whether it will have to be made before satisfactory conditions are reached, is the basis of the controversy in its technical aspect. "When doctors differ, who shall decide?"

On the practical side, the facts are that the contractors were dissatisfied with the reckoning and action of the Public Works Department in reference to the amount of work they considered they had performed. To this the reply of the engineering authorities was that their reckoning was right, and that the trouble had arisen through the works having been undertaken and proceeded with in the wrong order, which was the contractors' own fault. Work at the Outer Harbour was practically suspended about the time of the Christmas holidays in 1905, and early in 1906 it transpired that the contractors did not intend to resume operations while the matter in dispute was unsettled. Much correspondence followed, and eventually the Government determined to exercise the power it possessed under a clause in the contract to take over the plant, materials, etc., and finish the work for the contractors, should it not be proceeding with due dispatch. Notice to that effect was served on Messrs. Rawdon & Baxter on February 17, 1906, and action in accordance therewith was taken immediately afterwards. The resulting situation was that

the Outer Harbour works were undertaken for the contractors by the Public Works Department of the State, and have been vigorously proceeded with, an average of about 270 men being employed. They will be carried out according to the plans and specifications, and should the amount expended exceed the tender of Messrs. Rawdon & Baxter, it is understood that they will be held liable for the balance. Presumably, if the total outlay is less they will receive whatever surplus remains. At the time of writing it is believed that there will not be very much margin either way.

The contract time as originally specified expired on December 4, 1905, but was extended until March 4, 1906. The magnitude of the work is suggested by the single item that during the year ending June 30, 1906, according to the Engineer-in-Chief's report, about 25,000 tons of rock were brought to the works. Up to that time 1,861,000 yards had been removed by the dredgers, of which three were in use. The deadlock between the contractors and the Government, which occurred early in 1906, was the most unfortunate part of its history, but as the work has progressed its importance to the general interests of the community has received additional acknowledgment. The confident hope is cherished that not only will mail steamers use the improved facilities, enabling passengers, mails, and goods to obtain speedier transit to the eastern States, but that large cargo steamers will be attracted, thereby benefiting the commerce and increasing the business of the Port.

WATER CONSERVATION.

An abundant supply of water for stock, irrigation, and general purposes is admittedly one of the greatest wants of South Australia. The average rainfall is sufficient, but a very large proportion of it regularly and rapidly runs to waste. Hence, the conservation of water, wherever storage works are practicable, is a duty of special importance. The provision of a water supply in certain localities is undertaken by the Engineer-in-Chief's Department, but the most important works are in charge of the Hydraulic Engineer. In his latest report to the Commissioner of Public Works the Engineer-in-Chief stated that the total amount expended on water conservation by the Superintending Surveyor's branch, had been £718,637, and the amount expended in the year ended June 30, 1906, was £22,326. A good deal of the expenditure incurred in the latter item was in well-borings in various localities. Over a large extent of the interior, where no surface water can be relied upon as permanent, there is a permanent supply available when the water-bearing stratum of the vast artesian basin is struck.

This work, however, is not always successful, and the annual report records about as many failures as suc-

cesses. At Portana, for example, on the stock route from Leigh Creek to the eastern boundary of the State, a bore was sunk to a depth of 1,692 feet, when it was evident that the usual subterranean conditions were absent, and the boring had to be abandoned. On the West Coast a bore was put down at Konkabinna to 172 feet, when granite was struck, and further sinking was useless; the same thing occurred at Narcultie, where the granite was met with at 131 feet; and at Barclay, where granite was found at 188 feet. These places are a long distance apart, but the granite formation extends over a wide area. A bore in the Hundred of Cummins, Port Lincoln district, reached this rock at a depth of 451 feet, and in three instances the small supplies of water discovered nearer the surface were strongly impregnated with salt.

On the other hand, in the Pinnaroo district three bores were put down to the depths of 171 feet, 225 feet, and 234 feet respectively, and two of them yielded a supply of good water, equal in each case to 14,400 gallons in twenty-four hours, the third yielding about 1,000 gallons less than that quantity. On the stock routes in the Far North bores are reported as being put down to

depths of 2,350 feet and 3,142 feet respectively, the work being hindered in one case by floods and in the other by drought. Other methods, of course, are resorted to. They include reservoirs, wells, masonry tanks, and pumping machinery; and a water-conservation map, showing what has been accomplished by various means to relieve the scarcity of water in arid and semi-arid regions, would probably be a surprise to most persons who are unfamiliar with the progress made in this department. The list of such works, giving their description, locality, capital cost, yield of water, cost of maintenance, etc., occupies no less than sixteen pages of the Engineer-in-Chief's report.

under 2 per cent., and it should be remembered that in many cases provision is made in the permanent works for such an increase of population as may fairly be anticipated during the next fifty years. The revenue will expand with a growing population, but there will not necessarily be a corresponding increase in the cost of service.

Of the entire area which is divided into several water districts, that of Adelaide and the suburbs contains by far the largest number of inhabitants, and its statistics, except as to acreage, usually run into the biggest figures. In the early days the city had to rely on the Torrens for its water supply, and for many years



CURVED WALL. BAROSSA DAM.

The total net expenditure on the undertakings reported upon by the Hydraulic Engineer, Mr. C. A. Bayer, up to June 30, 1906, was £3,923,303. The amount of interest paid on loans, including interest capitalized, was £2,467,499. The expenditure on maintenance, including valuation and collection of rates, had been £878,078, and the revenue £2,706,995. When the indirect and unpaid-for benefits received by the community are taken into account, it will be seen that the capital sunk in public works of this kind is a splendid investment. The net revenue for the year was £75,426, and the grand total of working expenses £42,170. The proportion of net revenue to capital cost was a little

the principal method of distribution was by means of water-carts. The first waterworks consisted of a weir thrown across the River Torrens at the Gorge, whence the water was led into a reservoir at Thorndon Park, and, passing through filter-beds, was conveyed by mains into the city. Next followed the reservoir at Hope Valley, of much larger storage capacity, but these together proved inadequate, and it became necessary to lay the River Onkaparinga under contribution. This was obviously a work of considerable difficulty and magnitude, for the nearest available point at which the water could be impounded was sixteen miles distant from Adelaide, and in a direct line two ranges of hills, with

an intervening valley, had to be traversed. The reservoir was constructed in this valley, the outlet of which was closed by a dam 2,700 feet long and 72 feet high, throwing back a sheet of water that forms a veritable lake. From the weir at Clarendon the water is led into this reservoir by a tunnel nearly three miles in length, the construction of which to the uninitiated was a miracle of scientific accuracy. It was bored from both ends, and the alignment was so true that when the working parties met in the middle the deviation to be



INTAKE CHANNEL, BAROSSA DAM.

corrected was less than an inch. The outflow from the reservoir is by means of another tunnel through the range overlooking the city, and thence by mains in the usual way.

Besides these principal works, there are high-level reservoirs constructed for the supply of some of the suburban towns that are located on higher ground than the city, and the total storage capacity thus rendered available is 3,899,834,000 gallons. There are within the district 656 miles of mains and 15,028 meters. The

quality of the water is scientifically pronounced to be good, the catchment areas on both rivers and other sources of supply are regularly inspected, and the reservoirs are reported to be free from weed. The total consumption during the year was 3,550,000,000 gallons, and the quantity of water available in the reservoirs on June 30 was 1,825,000,000 gallons. The proportion of revenue to capital cost in this district is a little over 3 per cent.

The Barossa Water District includes an area of 608,000 acres of country lands, besides the busy manufacturing town of Gawler, and the townships of Dublin, Hamley Bridge, Light Town, Owen, Roseworthy, Tempers, Two Wells, Wasleys, Mallala, and Woods. The supply is obtained from the South Para River, and the water is conveyed to the reservoir by means of a tunnel 7 feet 6 inches in diameter and 7,400 feet long, about half of which is lined with concrete. The reservoir is situated in the Yettie Valley, near Williamstown, and has a capacity of 993 million gallons. It is formed by an arched concrete dam thrown across the valley, the arch of which has 200 feet radius, is 472 feet in length and 94 feet high. At the time of its construction it was the highest arched concrete dam in Australia. The structure is 34 feet thick at its base, diminishing to a width of 4 feet 6 inches at the top. The capital cost of the works was £332,151, the length of mains is 230 miles, and reticulation is rapidly extending. The provision of an ample supply for watering stock, for irrigating gardens, and for ordinary purposes over a wide extent of the Gawler Plains is invaluable.

Within the Beetaloo Water District are situated the important towns of Port Pirie, Moonta, Wallaroo, Kadina, Gladstone, and thirteen other towns and townships. Besides these centres of population, there are 1,060,500 acres of country lands to which the supply is available. The head works are constructed in the ranges between Port Pirie and Laura, the catchment area being in the Beetaloo Hills. The reservoir is formed by a concrete dam 110 feet high, and its capacity is 800 million gallons. The capital cost was £986,371, and the length of mains in the district is 760 miles.

The Bundaleer Water District comprises 617,000 acres of country lands and the towns of Brinkworth, Broughton, Koolunga, Snowtown, Wakefield, and Yacka. The head works are located in the ranges near Bundaleer. The reservoir is formed by an earthen dam 76 feet high, made watertight by means of a clay puddle core, and it has a capacity of 1,333,177,000 gallons. The length of mains in this district is 110 miles, and the capital cost of the works was £545,213.

Besides the works that have been enumerated there are local waterworks in many country towns, such as Burra, Hammond, Hawker, Kapunda, Mount Barker, Mount Gambier, Port Augusta, Quorn, and Crystal Brook. Some of them are fairly extensive,

the reservoirs at Port Augusta, for example, having a capacity of 180 million gallons, the Kapunda reservoir of 37 millions, and that at Quorn of 34 millions. Some of these are leased to Corporations, but the majority are under the administration of the Department. By the Act of 1886 other

ture of these large country waterworks, which is perhaps unparalleled in any other part of the world, is the distribution of water over such an extraordinarily wide area to practically every holding. About 2,277,500 acres are thus supplied. The total length of the mains is 2,048 miles. The water is conveyed in steel or cast-iron



HAPPY VALLEY RESERVOIR.

water districts were created, six in number, viz., Wilmington, Lobethal, Renmark, Murray Bridge, and Morgan. Places on the Murray are supplied from the river by means of pumping machinery, and the entire cost in the localities specified has been £36,493. A unique fea-

waterpipes, the trunk mains being about 22 inches to 6 inches in diameter, and the reticulating pipes from 5 inches to 2 inches. The cast-iron pipes are manufactured in the State foundries at considerably less than the cost of similar pipes imported from England.

SEWERS AND THE SEWAGE FARM.

Adelaide has long enjoyed a high reputation for its cleanliness, the excellence of its sanitary arrangements, and, partly in consequence, the general health of its inhabitants. This is largely due to its system of deep drainage, which was adopted after prolonged consideration, and on the advice of scientific experts. The subject was frequently discussed in the City Council and at meetings of ratepayers before action was taken. It was contended that the work was one for the general Government to undertake, and not for the municipality alone. Eventually a complete plan for the drainage of every part of the city and its most populous suburbs was devised. After much agitation and the application of all the pressure that could be brought to bear, the sum of £200,000 was included in a Loan Bill and passed. Work was immediately commenced, and about 1880 the main sewers were completed. Other amounts were subsequently voted by Parliament, and the total expenditure to June 30, 1906, was £622,034.

Among the suggested plans was the extension of the sewers to the gulf. Apart from the question of waste, there was no available point on the shores of the gulf where the outflow of sewerage would not become a nuisance and possibly dangerous. The alternative plan was therefore adopted of utilizing an area of land near

Islington that was naturally suited for the purpose as a sewage farm, and it has proved a satisfactory success. The scheme contemplated connection with every dwelling-house and place of business within the drainage area, and a network of main sewers leading ultimately to Islington. Incidentally the construction of these sewers has proved of great service by drawing off the moisture which percolated through the soil from storm-waters. Previously to the works being executed, in some places water rose in cellars, the foundations of the buildings were damp, or saltiness injured the walls, but the excavations for the drain-pipes provided an effectual remedy. The total length of sewers laid down to June 30, 1906, was 240 miles; and 24,020 houses or other premises, representing a population of about 110,000 persons, were connected with the drainage system, and extensions are being made every year. The undertaking, moreover, is a financial success, and, apart from other considerations, has the merit of being a sound business concern. The revenue in the year 1905-6 from rates, with £1,335 from interest on deferred payments and credit balances, was £32,530, and the sales of produce, etc., from the Sewage Farm, amounted to £7,005, making a total revenue of £39,535. The proportion of net revenue to capital cost was almost $4\frac{1}{2}$ per cent.

At the town of Glenelg a different system has been adopted. The gradually sloping beach, which forms one of the attractions of this fashionable watering-place, rendered it impossible for the sewage to be disposed of in the sea with satisfactory results, and the low level of the town did not admit of drainage by gravitation to a farm, as at Islington. The plan of a septic tank, with pumping-engines, was accordingly adopted, and has proved satisfactory. The amount expended up to June 30, 1906, was £38,257, which includes £4,642 for private work that will be re-imbursed. Eleven miles and twelve chains of sewers had been laid down, with which 818 houses were connected, and the net revenue was

miles north from the General Post-office. The level of the ground at the straining-sheds, where the sewage enters the farm, is 113 feet below that at the post-office, being 41 feet above sea-level. Sewage was first distributed on the farm early in 1881, and up to the present time it has been satisfactorily dealt with by means of broad irrigation, combined with intermittent and downward filtration. The sewage is strained before being applied to the land, and is conveyed to the straining-sheds by two main sewers, with a maximum discharging capacity of 24,000 gallons per minute, the average daily flow being 2,083 gallons per minute, which, however, in wet weather is considerably exceeded owing to



CATTLE AT SEWAGE FARM.

3·414 per cent. of the capital cost. The latest report of the Hydraulic Engineer states that 'the pumps and engines continue to give satisfaction, also the regulating gear to septic tank. The effluent from the tank is good, and no difficulty has been experienced in disposing of it on the filter-beds and other portions, which have been planted with lucerne. . . . The scheme generally is giving every satisfaction, but a little trouble has been experienced in one part of the sewer, where the pipes had to be taken up and relaid with cast-iron.'

The Sewage Farm which receives the sewage from the City of Adelaide and suburbs is situated about four

the practical impossibility of excluding all storm water from the sewers.

The area of the farm is 628 acres—a little less than one square mile—57 of which are leased at an annual rental of £10 per acre; 442 acres are irrigated, and the balance comprises roads, plantations, and land which has not yet been graded or irrigated. The irrigated land has been subdivided into 24 paddocks, varying in size from 8 to 25 acres, and the sewage is distributed on the land after it has been properly graded, and, where necessary, under-drained, by means of 1½ mile of concrete channel and 26 miles of wooden fluming of various sizes. All the paddocks are properly fenced and provided with

an ample water supply from the city mains. There is also an orchard, containing 18 acres, planted with oranges, apricots, peaches, pears, etc., all of which are in full bearing; a large quantity of vegetables of various kinds is also grown amongst the fruit-trees, but the profit from this portion of the farm is small compared with the grazing paddocks.

In addition to the sewage distributed on the farm, effluent water amounting to about a million gallons per day is, during the summer months, pumped back into the flumes, by means of an 8-inch centrifugal pump, at a cost not exceeding $\frac{1}{4}$ d. per 1,000 gallons. This is of considerable value in irrigating the lucerne and other growing crops.

Crops of almost every description have been grown with marvellously good results. The chief grasses are prairie, rye, and pannicum, and these have proved to be the best for grazing. Lucerne, sorghum, maize, mustard, and mangolds are also largely grown. Some of the mangold crops have been exceedingly heavy; they have frequently reached 40 tons per acre, and the maximum was 80 tons per acre. A large quantity of ensilage is made annually from spare green feed, such as Cape weed, Italian rye-grass, prairie grass, etc., and in dry seasons this is readily disposed of at from 15s. to £1 per ton. It is also used at times for feeding stock on the farm.

The crops of sorghum, maize, mangolds, lucerne, pannicum, and rye-grass are watered with sewage every three weeks. Three inches in depth is sufficient, but, as a matter of fact, considerably more than this is put on to the paddocks, owing to the loss in distribution and the porous nature of the soil, which on the western portion of the farm consists of sandy loam overlying a gravelly subsoil. The eastern portion is of a stiff loam and clay. Great care has to be exercised in irrigating any crop with sewage, and the application of effluent water to newly seeded land has proved its superiority over sewage, but when the crop has become well estab-

lished, the result from sewage irrigation is, of course, far superior.

In addition to a large grazing contract with the Co-operative Society, which has the right to graze 90 head of cattle per day for a consideration of £450 per annum, a similar number of cows are grazed for various dairymen, at 2s. 6d. per head per week; horses are also depastured for 3s. to 4s. per head per week. The total receipts for grazing for the year ending June 30, 1906, were £1,645. A large business is also done in fattening cattle and sheep, the profits for the same period being £1,467. The number of horses, cows, and other cattle on the farm at the present time is 412; there are also 300 sheep and 160 lambs. Pig-breeding is carried on profitably, and although many varieties have been experimented with, Berkshires have proved the best.

Adelaide can fairly lay claim to having the first sewage farm, in point of time, that was ever established in Australia, and one that is not second to any in the world. The sewage has always been satisfactorily disposed of, without creating a nuisance or causing injury to health, which is the first consideration, and although there are many dwellings in the vicinity, no complaints are now received, all prejudice having been overcome owing to the satisfactory manner in which the farm has been worked.

The Manager (Mr. B. Hack) is charged 12s. an acre per annum rent, 5 per cent. on capital, and has to maintain all buildings, flumes, fences, farm implements, etc. For the past ten years an average profit of £281 per annum has been made, and when it is remembered that farming operations are carried out under the eight-hours system, and that all the drainage of the city and suburbs has been satisfactorily disposed of, it reflects great credit, not only on the present management, but also on the authorities who first decided the system should be introduced into Adelaide, and those who carried out the works.

PUBLIC BUILDINGS.

Until 1886 the erection and maintenance of public buildings was under the supervision of an Architect-in-Chief, but in that year, during the administration of the Downer Government, the department was abolished, and that of Works and Buildings constituted in its place. Mr. C. E. Owen Smyth, I.S.O., received the appointment of Superintendent of Public Buildings, which he has retained ever since, filling the office with so much efficiency that he has received the decoration indicated by the initials which are affixed to his name. The principal officers of his staff are:—Accountant and Paymaster, Mr. W. G. Randall; Chief Clerk, Mr. H. H. B. Middleton; Clerk, Mr. J. N. Taylor; Assistant Accountant, Mr. H. L. Kekwick; Clerk, Labour Bureau, Mr.

A. C. H. Richardson; Chief Draughtsman, Mr. F. C. Krichauff, who is also Inspector of Places of Public Amusement; Draughtsman, Mr. A. M. Simpson; Surveyor and Draughtsman, Mr. J. Paull, who is also Superintendent of Cemeteries; Clerk of Works, Mr. R. Venables. There are also a number of clerks, draughtsmen, foremen of various grades, etc.

The Department is under the control of the Superintendent of Public Buildings, and executes instructions given by the Hon. the Commissioner of Public Works, who is its Ministerial head. It virtually began its career in connection with the formation and laying-out of the Jubilee Exhibition Grounds in 1886, in preparation for the great national celebration, of which

the Exhibition was the most prominent feature. Later on, when the Royal Agricultural Society's grounds were transferred from the Old Exhibition Grounds to the present Jubilee Oval, the work of formation and laying-out was again entrusted to the Department.

All State Government buildings, with the exception of those connected with the Railways Department, are erected by the Superintendent of Public Buildings. He is also responsible for the maintenance and up-keep of the whole of the existing public buildings in the State, about 2,000 in number. They include the Houses of Parliament, hospitals, asylums, post-offices, Custom-houses, harbourmaster's residences, schools and school premises, courthouses, police stations and forts. The Custom-houses, post-offices, military buildings, rifle ranges, and forts are Commonwealth buildings, and all works in connection with them are carried out by the Superintendent of Public Buildings under authority given by the Hon. the Minister for Home Affairs in the Federal Government, through the Hon. the Commissioner of Public Works. The cost of supervision of these buildings is borne by the Federal Government, the terms being based on an agreed percentage, and the Superintendent of Public Buildings is the appointed valuator as between State and Commonwealth for all transferred properties from the one to the other.

The Department has also the control of the Torrens Island Quarantine Station (when it is not in use for quarantine purposes), of the West Terrace Cemetery, the caretakers of the city Government buildings, the gardeners and keepers of the Adelaide Government House and the viceregal residence at Marble Hill, and the up-keep of North Terrace, extending from King William Street to the Botanic Gardens; also the plan-

tations, lawns, etc., attached to various public buildings in the city.

Since the Department was formed it has carried out a large number of important works, among the more important of which are the following:—The larger part of the Parkside Lunatic Asylum. At the Adelaide Hospital, the eastern wing, being the first portion of a new modern block of buildings; the operating-theatre block; the ophthalmic block; and numerous alterations and improvements generally in the premises, extending over a period of twenty years. At the Adelaide General Post-office, the erection of the northern wing, in King William Street, to complete the original design. In the fine series of edifices on North Terrace, Adelaide, there have been erected the new Art Gallery, the new School of Mines, and the South Australian Museum. The city and suburban schools that have been built include the spacious and convenient erections in Currie Street, Gilles Street, and at Rose Park and Wellington Road. The Department has also erected the greater portion of the buildings at the Agricultural College, Roseworthy, and the list might be almost indefinitely extended, for numerous new schools and extensions of previously-existing schools have been built in various parts of the State.

Among other undertakings of a special character, worthy of recognition, was the illumination of the City of Adelaide during the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York, which was so executed as to excite universal admiration. The reclamation works from Swan Alley to St. Kilda and the re-installment of the embankment from Swan Alley to Port Adelaide, consisting of an embankment about fourteen miles long, were also among the works executed by the Department.

THE OBSERVATORY.

At a very early period in the history of South Australia a signal station was established on West Terrace, about opposite the end of Franklin Street. There a flagstaff with yardarm, etc., was erected, and also a weatherboard cottage for the signalman. The position was well chosen, being on the edge of the plateau, from which the ground slopes gradually all the way to the sandhills bordering the beach. Hence there was a wide and uninterrupted sea horizon, and the approach of vessels from any direction in ordinary weather could be clearly observed. A code of signals was arranged by means of which interesting information was communicated to the citizens, to whom the arrival of ships, in the times when they formed the only connecting-link with the outside world, and voyages were irregular and uncertain, was of exceptional importance. By arrangements of balls and flags it was possible to announce, first, that a sail was sighted in the Gulf; and, next, whether it were schooner, brig, barque, ship; and whether it

were standing in for the Bay or going round to the Port, etc.

A little to the south of the signal station Sir George Strickland Kingston established his home, began the series of meteorological observations which he continued for many years, and compiled the records of rainfall that have proved so valuable for purposes of comparison in later times. Accordingly the position, close to the station, that was selected for the Government Astronomer, and for the Observatory buildings, was as it were consecrated to its purpose long before, and is certainly the best for the purpose.

Sir Charles Todd, K.C.M.G., was the first Government Astronomer and Meteorologist. He was appointed in 1855, and held the position for upwards of fifty years. During an active and fully-employed half-century, Sir Charles developed the present system, established connections with similar systems in other States to the mutual advantage, took a prominent part in many

scientific conferences and congresses, made a number of valuable contributions to astronomical science, by his observations assisted in defining the exact longitude of Adelaide and other places, and in fixing the true boundary-lines between South Australia and the States to the east and west, besides his work in connection with the Postal and Telegraph Departments. Though he has retired with honour from active service, the public has scarcely realized the fact at present. There has not been any interruption in the daily meteorological reports and forecasts, which are accompanied by a weather map for Australia, reports from other States, tables of barometrical and thermometrical readings, and a record of the rainfall. This work is being ably performed by Mr. Richard Fletcher Griffiths, the Acting

early days rain-gauges were placed at the telegraph stations as they were opened, and there is now a rain-gauge at nearly every telegraph office in the State. Besides this, a number of rain-gauges have been supplied to private persons, who send in monthly returns, which are included in a special section of the Annual Meteorological Report. Many of the telegraph offices have also been supplied with thermometers and barometers, the stations thus equipped forming a continuous chain across the interior of the continent, from Port Darwin to Adelaide, and along the south coast from Eucla in the West to Mount Gambier and MacDonnell Bay in the South-East.

Every office telegraphs daily at 9 a.m. to the Observatory the rainfall and the weather, direction and force



Photo by H. Krischoek.

GOVERNMENT OFFICES, VICTORIA SQUARE, ADELAIDE.

Government Astronomer, who is assisted by an efficient staff of observers, computers, etc.

The Observatory may be said to have been established in 1856, when the colony had been founded nearly twenty years, during which period the only continuous record was that of Sir G. S. Kingston. Sir Charles Todd has himself said that as he had no astronomical instruments for many years, he was obliged to confine himself mainly to meteorological observations in Adelaide, and was not able to do very much. Moreover, he had no assistance in that department, and his time was almost entirely taken up in the absorbing work of extending the electric telegraph in South Australia and to the eastern States.

Meteorology, it may be observed, still forms the greater part of the work of the Observatory. In the

of wind etc., and those having the necessary instruments the reading of the barometer, temperature, etc. By special arrangements similar reports are obtained from certain selected stations in all the other States, so that a kind of bird's-eye view is obtained of the whole. The readings of the barometer are reduced to a uniform temperature of 32° Fahrenheit, and to sea-level. The information thus obtained is scheduled, so to speak, and exhibited at the General Post Office and several other convenient places for the service of the public. It is accompanied by isobaric maps, showing the distribution of pressure and the general state of the weather over the whole of Australia and Tasmania, and daily forecasts of the weather in South Australia for the ensuing twenty-four or thirty hours. Not infrequently cheap witticisms are indulged in when the predictions of the

"clerk of the weather" are not exactly fulfilled in the particular locality inhabited by the would-be humorist, who frequently forgets that general conditions do not always apply to particular places, and that even in a spell of wet weather showers are apt to be apparently fickle and partial in their incidence or volume. Careful examination shows that the forecasts issued from the Observatory are justified and verified to an extent of about 90 per cent., as a rule, which is admittedly an excellent average.

For astronomical purposes the Observatory is equipped with the following instruments:—

(1) An excellent transit circle by Troughton and Simms, having a six-inch object-glass, two 4-foot declination circles, and north and south collimators. This instrument was erected in 1883, but, prior to that time, in the interests of science, Mr. R. L. J. Ellery, the Government Astronomer of Victoria, had lent Sir Charles Todd, for the Adelaide Observatory, a good transit instrument, previously used at the Williamstown Observatory. With this instrument Sir Charles took meridian observations, and he used it on the Murray in 1868 to determine, in conjunction with the late Mr. Smalley, who was at that time Government Astronomer for New South Wales, the boundary of New South Wales and South Australia, viz., the 141st degree of east longitude.

(2) An equatorial 8-in. object-glass, 10-ft. focal length, which was erected in time to observe the transit of Venus in November, 1874.

(3) Standard sidereal clock by Frodsham, mean-time clock by Dent, sidereal and mean-time chronometers, chronograph, universal spectroscope, and sundry other instruments.

(4) In addition to other meteorological instruments at the Observatory and out-stations, the establishment possesses a photographic barograph, and dry- and wet-bulb thermograph; but hitherto these useful self-recording instruments, though imported, have not been utilized, as no special building has been erected for their accommodation.

The greatest need of the Observatory at the present time is a seismograph, and the desirability of this acquisition has been recently emphasized by the earthquake shocks and seismic disturbances that have wrought so much disaster in other lands.

Meteorological stations are established in the Northern Territory at Port Darwin, Daly Waters, Charlotte Waters, and Alice Springs. Continuing southwards there are the following stations in South Australia proper:—William Creek, Farina, Port Augusta, Yongala, Clare, Kapunda, Belair, Stirling West, Mount Barker, and Strathalbyn. The following are on the coast:—Eucla, Fowler Bay, Streaky Bay, Port Lincoln, Cape Borda (Kangaroo Island), Robe, Mount Gambier, and Cape Northumberland. The whole of these furnish daily reports to the Observatory.

An account of the climate and meteorology of South Australia will be found in an earlier chapter of this volume.

THE ABORIGINES.

It is not too much to say that there has been an Aborigines' Department of the Public Service ever since the organization of South Australia was commenced. That promoters of the colonization recognized that the aboriginal occupants of the country had rights which ought to be respected, and the pleasing hope was cherished that by judicious methods of treatment they would receive substantial benefit from their contact with Christian civilization. Reference is made elsewhere to the operation of these ideas, to the tenacity with which they were held, and to the practical efforts that were made to secure their application. When the colony was proclaimed, the colonists were earnestly reminded of their duty; and successive Governors, with other officials, have not only realized their responsibility, but shown general and deep interest in the coloured subjects of the British King or Queen. The Legislature has been fairly liberal in grants of land and sums of money from the public funds. The laws enacted in the interests of the natives have been well-designed, and the administration of justice has been humane. Whatever may be said about the conduct of private individuals, and the efforts of philanthropic and religious

organizations, it may truthfully be asserted that the action of the Government of South Australia, which is the only subject just now under consideration, has always been considerate and just.

When trouble arose between the settlers and the aborigines in the early days of colonial settlement a Protector of the Aborigines was appointed, and charged with the special duty which his official title implied. Not one of all the gentlemen who have held that position regarded it as a sinecure, and through this agency the voluntary efforts of missionaries and mission agencies have been largely supplemented and sustained. The present Protector is Mr. E. L. Hamilton, who was appointed in September, 1873, and he is assisted by a sub-Protector in the Far North, Mr. Thomas Clode.

A lengthy account of the aborigines, their organization, customs, ceremonies, etc., with some detail of the efforts on their behalf, is given in another part of this work, and it will only be necessary in this place to supply certain items of information gathered from the Protector of Aborigines' latest annual report. This document shows that the progress of the aboriginal race towards extinction is still proceeding. According to

the latest enumeration, there are only 3,386 blacks and 502 half-castes in South Australia, exclusive of the Northern Territory. During the previous year only 20 black children were born, and there were 58 deaths, and the records of five years show a decrease of 250 blacks, though there was an increase of 89 half-castes.

At a former period there was an annual migration of the native population citywards in the month of May, to receive gifts from the Government on the anniversary of the Queen's birthday; but these gatherings, while they gratified the curiosity of the white population, were very bad for the blacks, often became scenes of great disorder, and have long been discontinued. At present the dépôts for the distribution of food, clothing, medicine, etc., are:—Twenty under police, four at mission stations, two at post and telegraph offices, and sixteen under station-managers in the Far North. All of them furnish monthly reports, enabling the condition and requirements of the natives to be investigated and dealt with, tending to promote friendly relations between them and the European settlers. In connection with this business the correspondence of the Protector's office in Adelaide included 950 communications received and 1,325 dispatched.

On the five mission stations, the returns of which are published, there is an aboriginal population of 637 on the average, and on the whole the births were slightly in excess of the deaths. Their financial statements show that the proceeds of all produce raised during the year amounted to £7,262, and £1,427 was paid in wages to the aborigines. The amount voted by Parliament for the year was £4,410, and the principal items of expenditure were as follows:—Provisions for 42 dépôts, £1,081 7s. 10d.; clothing, blankets, etc., £661 13s. 5d.; medical attendance and medicine, £147 10s. 4d.; transport charges, £491 16s. 1d.; burial charges, aboriginals, £28; boats, fishing tackle, etc., £76 14s. 6d.; firewood for old, infirm, and sick, £12 8s. 9d. There was a

grant-in-aid of £1,000 to the Aborigines Friends' Association at Point Macleay, and a grant for the erection of cottages at Point Pierce for Point Macleay natives.

The foregoing may be taken as a fair illustration of the active work that has been carried on by the Department, and is being maintained, in order to do the best that is possible for a diminishing and decaying race, and tokens of a living, human interest in a most difficult problem are not wanting. The sub-Protector, Mr. Clode, reports:—"I have visited several of the dépôts myself, and in the outlying districts I have made enquiries from the police constables, and find that the natives are well cared for, and that the Government rations have been judiciously distributed by the issuers."

In this connection it is proper to observe that the reports of four mission stations which are attached to the Protector's official report show that the agents connected with them are unabated in their zeal. At Point Macleay the farm is being extended and the stock multiplying. There is difficulty in finding employment for the fifty able-bodied men on the station. There are sixty-six children attending school, and the church, which seats 140 persons, is well filled every Sunday. At Point Pierce there is the same attention to both moral and material concerns. There are 7,000 sheep on the station, and the clip yielded 110 bales of wool, while from 1,000 acres of wheat and oats three bags per acre were reaped. The school attendance is good, the results first-class, and religious services, both on Sundays and week-day evenings, are well attended. At Koonibba, Denial Bay, work was commenced as recently as 1901 by missionaries of the Lutheran Church, and grateful mention is made of the success already achieved. From Kopperamanna, on Cooper's Creek, a long-established Lutheran Mission, there is the usual modest record of abundant labour, and evident determination to persevere.

THE MARINE BOARD.

The Marine Board as it at present exists was constituted under the Marine Board and Navigation Act of 1881. The President is Mr. Arthur Searcy, J.P., who is also Deputy Commissioner of Taxes, etc. The Wardens are Messrs. William Berry, Angus Campbell, and R. Fricker, who are appointed by the Government; Messrs. F. W. Vasey and Captain J. Rankin, nominated by the ship-owners; A. S. Neill, J.P., nominated by the Chamber of Commerce; and Captain J. H. Gibbon, representing the Underwriters' Association. The staff consists of a Secretary and Accountant, Mr. John Darby; Harbour-master, who is also Examiner of Masters and Mates, Shipwright Surveyor, etc., Captain Alexander Inglis; Examiner of Engineers and Engineer Surveyor, Mr. Robert Longstaff; Superintendent of Mercantile Marine,

Mr. Robert A. L. Smith; Inspector of Explosives and Magazines and Analyst (who has two assistants), Mr. W. A. Hargreaves; ten pilots, one of whom, Captain Patrick Weir, is also master of the steamer "Governor Musgrave"; Revenue Clerk and Collector of Pilotage, Mr. Thomas A. D. Osborne; and four other clerks, four harbour pilots, a signalman at Semaphore, launchmen, etc. There are also 37 harbourmasters and 62 lightkeepers, etc.

The Trinity House, which was the first institution to regulate marine affairs in South Australia, was incorporated by Act No. 5 of 1851, and under this Act the Trinity Board was constituted with Captain Lipson as Master, and three Wardens. Prior to this time Captain Lipson, as Naval Officer and Harbourmaster, had

control of harbours, etc. The duties of the Trinity Board embraced the administration and management of the pilot service, light stations, harbours (including deepening operations), the custody of explosives, and marine matters generally. In 1854 the Board, not having sufficient funds at its disposal to deepen the channel to 18 feet at low water, a Harbour Trust was created under a special Act and invested with authority to raise by loan the sum of £100,000. The fund was to be established by the sale of "Port Adelaide Trust Bonds," and the loan to be reimbursed by the imposition of a tonnage duty not exceeding 6d. per ton register on vessels entering the port. The members of the Trust charged with this financial operation were the four senior members of the Trinity Board and Messrs. Younghusband, Hall, and Collinson.

A Marine Board Act was passed in 1860, which repealed various Acts relating to marine affairs, one of them being an ordinance of the Legislative Council as far back as 1838, and amongst others the Act of 1851 and sections 5 to 13 of the Act of 1854. It abolished as distinct organizations both the Trinity House and the Trust for deepening and improving the harbour at Port Adelaide, and constituted instead thereof the "Marine Board of South Australia." This Board consisted of a President and four Wardens, to whom the combined duties and responsibilities of the Trinity House and Harbour Trust were transferred with enlarged powers. Its first President was Captain B. Douglas.

By a further Act, which was passed in 1879, the Treasurer was empowered to transfer some of the duties imposed on the Marine Board by the Act of 1860 to the Department of the Engineer of Harbours and Jetties, and accordingly the works entailed in the deepening of harbours and erection of lighthouses were removed to that Department. At a later period these works were resumed by the Marine Board, but again, by an Order-in-Council of December 26, 1888, they were re-transferred to the Engineer-in-Chief, subject, however, to the Board being consulted and asked to report on any new proposal, such works when completed to be handed over to the Board, which would then undertake their management.

Such is a brief account of the legislative history of the Marine Board prior to the passing of the Act of 1881, the provisions of which in the main are still in force. In November, 1888, however, the superintend-

ence and direction of lifeboats, and other life-saving apparatus was delegated to the Naval Commandant, and by an Order-in-Council of September 17, 1893, certain duties imposed by the Act of 1881 connected with marine administration in the Northern Territory were transferred to the Minister controlling that part of the province. Since 1881 the members of the Board have been re-appointed at the termination of each triennial period in accordance with Section 8 of the Act. Captain Ferguson, the first President, was followed by Mr. F. J. Sanderson, S.M., on July 1, 1889; he was succeeded by Mr. Stephens on May 1, 1894; and Mr. A. Searcy, the present President, was appointed on February 25, 1902. It is a condition in the appointment of Wardens that three shall have practical nautical knowledge, and one practical knowledge of marine engineering. One must be a seaman, and must have practical acquaintance with commercial shipping business.

The general duties of the Marine Board, which is under the Ministerial control of the Hon. the Commissioner of Public Works, are as follows:—(1) The management and superintendence of all matters relating to ports. (2) The regulation of shipping and seamen. (3) The regulation of pilotage, and the licensing and removal of pilots. (4) The management and superintendence of lighthouses, buoys, and beacons; and such wharfs, jetties, magazines, ships, dredges, and barges as have been or may be from time to time placed under the control of the Board by notice published in the *Government Gazette*. (5) The placing and removal of moorings. (6) The establishment of light, jetty, tonnage, mooring, and other dues. (7) The regulation of and granting and charging for licences to watermen, boatmen, ballastmen, and others. (8) The regulation of steam and other ferry-boats, harbour and river steamers. (9) The examination of masters, mates, and engineers of ships, and the issue to them of certificates of competency for service. From this statement it will appear that the responsibilities of the Board are both onerous and diversified. The long southern coastline of the State, stretching over 2,300 miles, and the dangers to navigation at several points have compelled the erection of a comparatively large number of lighthouses, etc. There are 14 ocean lighthouses, and 27 smaller harbour lights, which have to be periodically inspected, and this is only a single item in the multifarious detail duties of the Board.

Captain ALEXANDER INGLIS, who fills the important office of Harbourmaster, Port Adelaide, was born at Banffshire, Scotland, in the year 1845. His elementary training was acquired at the Fordyce Grammar School in his native town. While still a youth he became identified with marine pursuits, and spent a number of years in the India and

China trade. Subsequently he travelled extensively by sea in all quarters of the globe, and obtained his extra master's certificate in 1870. For the next four years he was in command of Messrs. Henderson and McFarlane's line of sailing vessels trading between New Zealand and South America. Captain Inglis then purchased a vessel, and for several

years traded on his own behalf around the Australian coast, selling out to Mr. Henry Simpson (Black Diamond Line), Port Adelaide. His next appointment was that of master of the "Athena," trading to South Africa and England, but he relinquished this command in 1879 to take charge of the steamer "Governor Musgrave," belonging to the

South Australian Government. In 1880 Captain Inglis was appointed as Shipwright's Surveyor and Examiner of Mates, besides holding several other appointments. Upon the retirement of Mr. Quinn in 1881 his already multifarious duties were further added to by his appointment



Hammer & Co., Adelaide.

CAPTAIN ALEXANDER INGLIS.

to the post of Harbourmaster, a position he still retains. He is the designer and inventor of a machine for predicting the rise and fall of tides, which is now officially in use in this State. Prior to the invention of this valuable instrument, Captain Inglis, in conjunction with Mr. R. W. Chapman, B.Sc., F.R.A.S., Lecturer in Engineering, etc., at the University of Adelaide, analyzed the tides at Port Adelaide and Port Darwin, in the Northern Territory. He is a Vice-President of the Astronomical Society of South Australia, was Chief of the Port Branch of the Caledonian Society for two years, and has been one of its most active members. Captain Inglis was married in 1869 to Miss Mary Laurie, of Sydney, New South Wales, the issue being two sons.

Captain JAMES HENRY GIBBON, Lloyds Surveyor, Port Adelaide, was born at Gateshead, County Durham, England, in the year 1836. His education was commenced in his native town, and, after a finishing course at Catrie, in Yorkshire, he entered a mercantile office in 1851, and remained there for two years. At the end of this

time he entered upon a seafaring life, serving with Alexander Thompson, and latterly with the shipowner, Mr. George Gray, whose vessels were well known in the China trade. During this service young Gibbon gained a valuable insight into every branch of maritime commerce, and in 1862 attained the rank of captain, after which he continued in the command of various vessels for fourteen years. In 1877 he was appointed surveyor for the Adelaide Underwriters' Association, which body he has represented on the Marine Board since 1893. In 1890 the office of Lloyds Surveyor falling vacant, Captain Gibbon received the appointment, and has filled the joint positions ever since. During the past quarter of a century Captain Gibbon has resided at the Sema-



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CAPTAIN JAMES HENRY GIBBON.

phore, where his interest in local public affairs led to his election as a member of the Council, a post which he retained for upwards of three years. He was married in 1859 to Jane Marshall, daughter of Mr. C. J. Pearson, of Gateshead, and has a family of four daughters.

RICHARD FRICKER, who acts as Representative for the Shipowners on the Marine Board of South Australia, was born at Queenstown, in the municipality of Port Adelaide, on January 27, 1862. He is the third son of the late Mr. Richard Fricker, who came to South Australia in 1854, and was one of the

early settlers at Port Adelaide. Mr. Richard Fricker acquired his education at Mr. Leslie's Grammar School, Queenstown, and upon its completion entered the service of Messrs. John Hart & Co., which was afterwards merged into the Adelaide Milling Company. For twelve years he remained with this firm, during that time being appointed to the management of the Port Adelaide branch of the business. Resigning this position in 1901, Mr. Fricker launched out for himself at MacLaren Wharf, Port Adelaide, in the shipping and agency business, turning his attention principally to the coastal trade. In the interests of this branch of the shipping industry he was nominated in 1903 to a seat on the Marine Board of South Australia. Mr. Fricker has always actively interested himself in the municipal affairs of Port Adelaide, and has filled the position of Councillor and Alderman in the City Council. He has devoted considerable time to Church matters, and figures prominently as a member of the Alberton Baptist Church, besides being an ex-President of the Sunday-school Union of Port Adelaide. In 1884 Mr. Fricker married Clara, daughter of the late Mr. Henry Bristow, of Waterfall Gully. His family con-



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MR. RICHARD FRICKER.

sists of two sons and two daughters, and he resides at "Edensor," Alberton.

FREDERICK WILLIAM VASEY, member of the Marine Board of South Australia, was born

at Leeds, Yorkshire, England, in 1860, and received his education at Wood House Grove School, York, and at Cleveland College, Durham. On leaving school he entered upon a seafaring life, and was for some years so occupied, visiting the different parts of the globe. Mr.



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MR. FREDERICK WILLIAM VASEY.

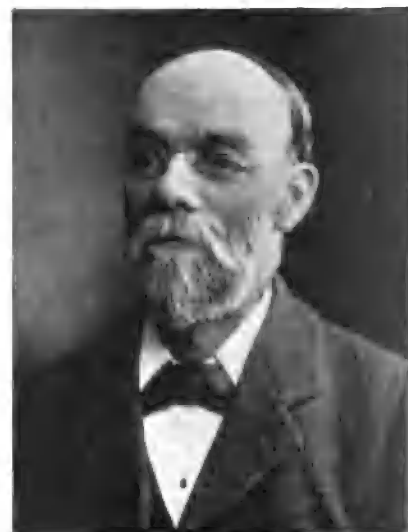
Vasey was for a period in the service of the Tasmanian Steam Navigation Company, and then joined the firm of McIlwraith, McEacharn, and Co., the well-known steamship owners, merchants, and coal contractors, serving some years in their Melbourne office. In 1894 he was appointed to the position he now holds, that of Manager of the South Australian branch of the firm. In 1905 Mr. Vasey was elected to a seat on the Marine Board of South Australia, representing the shipowners. He has also been a member of committee of the Chamber of Commerce for several years. He was married in 1903 to a daughter of the late Dr. S. K. Ellison, of Adelaide.

Captain JAMES ALEXANDER RANKIN, member of the Marine Board of South Australia, representing the shipowners, was born at Glasgow, Scotland, on September 6, 1867. He received his early education in the city of his birth, and at the age of eighteen entered upon a seafaring life. Upon the termination of his articles he joined the Queensland

Government harbour and pilot service, but relinquished his position after eighteen months, and returned to England. Passing the examination for second mate, he became associated with the Gulf Line of steamships, and obtained his certificate as master, subsequently joining Langland & Sons' Steamship Company. In 1897 he entered the service of the Adelaide Steamship Company as chief officer on board the "Allinga," joining the vessel at Greenock when handed over by the builders. After reaching Australia, he remained with the "Allinga" for a year and a half, trading principally on the Queensland coast; at the end of which time he obtained his exemptions for a number of ports in Queensland, New South Wales, Victoria, and other places. Promotion to master of the "Karawera" followed, and subsequently he obtained command of the "Allinga" and "Bullarra." After twelve months with the latter vessel, in May, 1900, Captain Rankin was appointed wharf superintendent for the Adelaide Steamship Company in Sydney, and served in that capacity until 1905, when he was appointed marine superintendent at Adelaide, succeeding Captain Dingle, who went to England to superintend the building of new steamers for the Company. In the following year he was elected to a seat on the Marine Board of South Australia, representing the shipowners. Captain Rankin is a member of the Masonic fraternity.

WILLIAM BERRY, member of the Marine Board of South Australia, was born at York, England, in the year 1857, and received his early education at English day schools, subsequently continuing his studies by means of night classes. He served his seven years' apprenticeship as an engineer with the North-Eastern Railway Company in the old country, and in 1880 came to South Australia by the Orient liner "Aconcagua," where he became associated with marine engineering, principally in connection with the coasting trade in the Gulf and between Adelaide and Melbourne. Altogether, Mr. Berry spent ten years at sea, and visited nearly every port along the coast-line in South Australia. For seven years he was engineer in the Adelaide Steamship Company's boats, five and a half of which were passed in the capacity of chief engineer.

Three years were spent on board H.M.C.S. "Protector," during which time he acted as chief engineer of the "Governor Musgrave," with Captain C. J. Clare as master. The year 1883 witnessed his appointment to the position of Secretary of the Australasian Institute of Engineers, which post he has filled ever since. In 1893 he was appointed a member of the Marine Board by the Government, to represent the interests of marine engineers, and is now Senior Warden of the Board. Mr. Berry is looked to on all sides as an authority on marine engineering, and, for fifteen years, in an honorary capacity, has successfully coached engineering candidates to the Board of Trade examination for certificates of competency, a work he still continues. In 1892 he opened in business as a storekeeper and provision merchant at Exeter and the Semaphore, where he has built up a high-class trade. He is a member of the board of management of the Retail Grocers' Association; and was an advocate for the formation of the Wholesale Co-operative Grocery Company, Limited, of South Australia, which promises to develop into a big thing. Mr. Berry is honorary secretary of the Seamen's Mission at Port Adelaide, and is a local preacher in connection with the Methodist Church, leader of the Young Men's Class, and President



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MR. WILLIAM BERRY.

of the Young Men's Guild at the Semaphore. He was married at York, England, in August, 1880, and has two surviving daughters. His comfortable residence, "Priory

House," with its well-kept garden, is situated on South Terrace, Semaphore.

The late JAMES HOWARD PHILLIPS, Warden of the Marine Board of South Australia,



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MR. JAMES HOWARD PHILLIPS.

was born in London in 1850, and was a son of the late Mr. R. M. Phillips, of that city. He was educated and received his commercial training in the world's metropolis; but, leaving the land of his birth, arrived in South Australia in 1872. Here he became associated with the well-known firm of D. & J. Fowler, merchants, of Adelaide, of which Company he eventually became a Director. Although he did not take an active interest in public affairs, Mr. Phillips represented the Chamber of Commerce on the Marine Board of South Australia for several years. He died on November 12, 1906.

WILLIAM ARTHUR HARGREAVES, M.A., B.C.E. (Melb.), F.I.C., F.C.S., Government Analyst and Inspector of Explosives, etc, is a son of Mr. E. W. Hargreaves, of Queensland, where the subject of this memoir was born in 1866. He received his elementary education at the Ipswich Grammar School, and subsequently, in 1885, became a student of the Melbourne University, where he won many honours, including an exhibition, first in

the first class at the final honour examinations in science, and a scholarship at Ormond College, Melbourne University, obtaining the B.A. degree in 1890. After attaining with honours the degrees of B.C.E. in 1891 and M.A. in 1893, he was appointed to the important position of Director of the Gordon Technical College, Geelong, Victoria, where he had charge of the chemical and physical laboratory. In 1893 Mr. Hargreaves proceeded to Queensland, where he became University Extension Lecturer in Science (his appointment being the first of its kind in that State), Science Master at the Brisbane Grammar School, and Lecturer in Chemistry at the College of Pharmacy. In 1897 he was nominated as first assistant to the Government Analyst in Queensland, and in



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MR. WILLIAM ARTHUR HARGREAVES.

the following year became Inspector of Explosives. In March, 1899, he received his present appointment to the South Australian Government, which he has retained ever since. Mr. Hargreaves was admitted as a Fellow of the Institute of Chemistry of Great Britain and Ireland in 1901. The Institute is the recognized examining authority in connection with the profession. In the same year Mr. Hargreaves was elected to the Fellowship of the Chemical Society in England. In addition to his State appointments Mr. Hargreaves is also Analyst to the Commonwealth Government for South Australia, and Analyst to the Cities of Adelaide and Port Adelaide. Mr. Hargreaves is a member of the committee of the

Automobile Club of South Australia. He married in 1894 Camilla Maud, daughter of Mr. W. R. Nicholls, of Melbourne, and has one daughter.

JOHN DARBY, Secretary and Accountant to the Marine Board, was born at Morphett Vale, South Australia, in 1854, being the third son of Mr. Thomas Darby, who has attained to the ripe age of ninety in his adopted country, and now (1907) lives in retirement at Minlacowie, Yorke Peninsula. Mr. Thomas Darby first settled in South Australia in 1837, and was associated with the wheat and sheepfarming industry of this State for very many years. Mr. John Darby acquired his education at Morphett Vale, and upon leaving school entered the service of the Customs Department of South Australia in 1872 under Mr. J. W. Lewis, the then Collector of Customs. After several years in this Department, he was promoted to a position in the Treasury, from which he was transferred in 1875 to the Marine Board as a junior. Here he served for nine years, passing through the various grades of the service until 1894, when he received the appointment of Secretary and Accountant, a post he has retained ever since. Mr. Darby was married in 1878 to Edith, daughter of the



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MR. JOHN DARBY.

late Mr. Henry Watson, chemist, a very old identity of North Adelaide, and has a family of three sons and four daughters surviving. His private residence is at Woodville.

THE EDUCATION DEPARTMENT.

The following are the principal members of the official staff of the Education Department:—

Director of Education—Mr. Alfred Williams.

Secretary to the Minister of Education—Mr. Lionel W. Stanton.

Chief Inspector—Mr. Milton M. Maughan, B.A.

Inspectors—Messrs. C. L. Whitham, Thomas Bur-
gan, J. T. Smyth, B.A., B.E., C. B. Whillas, A. Martin,
and W. J. McBride.

Superintendent of School Visitors—Mr. H. A. Curtis.

Superintendent of Students at the University Train-
ing College—Mr. Andrew Scott, B.A.

Head Master Pupil Teachers' School—Mr. W. A. West.

Accountant—Mr. T. A. Jarvis.

There are six school visitors, six clerks, and five junior clerks.

The following are the official statistics of the Department, as published in the latest annual report of the Minister of Education:—

"Number of Schools.—Public and provisional: 1904, 715; 1905, 722. The total number of schools in operation during any part of the year was 727, against 717 in 1904.

"Attendance.—Net number of children instructed: 1905, 59,026; 1904, 60,879; decrease, 1,853; average daily attendance, 41,087, a decrease of 427 on that of the previous year. During 1905, 202 parents were prosecuted for not complying with the requirements of the Education Act, and 188 convictions were obtained.

"Teachers.—Number employed at the close of the year: 1904, male 410, female 922, total 1,332; 1905, male 422, female 998, total 1,420; increase, 88. The number of head teachers who retired from the Department was 69; a retiring allowance amounting to £1,687 5s. 1d. was paid to 10 teachers.

"Training.—During the year, 69 students were in the University Training College; 33 were reported to be fit to be placed in charge of schools, as they had completed their course, and 35 were allowed to remain a second year. An examination of candidates for appointment as provisional teachers was held in November, 95 applicants were examined, and 53 passed. For the qualifying examination for appointment as pupil teachers, 139 pupils in the schools presented themselves; of these 57 were successful in passing.

"Inspection.—Number of schools examined, 699; total number of children presented, 43,103, as against 45,393 in 1904. Out of 6,845 children examined in the fourth class 2,821 succeeded in passing the standard fixed for exemption from further attendance at school, and out of the 4,298 children examined in the fifth class, 1,611 obtained certificates.

"Boards of Advice.—There were 100 Boards of Advice Districts; the elections for members of each Board were held early in the year; for 44 Boards there were no nominations; the number of nominations was less than that required in 12 districts; the number required was nominated in 39 school districts, and elections took place in 5; at the close of the year 44 Boards were complete.

"Advanced School for Girls.—During the last quarter of the year the number of pupils was 93, being a decrease of 7 on the number attending during the corresponding period of the previous year; the income from paying pupils was £682 5s. 11d., to which should be added the fees of the bursary holders, for whom payment is received, viz., £605, making a total earning of £1,287 5s. 11d., and the expenditure £1,163 3s.

"Junior Scholarships.—Twenty junior scholarships are offered annually to those boys and girls only who attend some school under the Minister. In December, 1905, six boys and two girls competed, and three boys and one girl were successful.

"Exhibitions.—Six public exhibitions are offered annually to all boys in the State, and 18 other exhibitions are offered annually to those boys who attend some public or provisional school. In December, 1905, there were 69 candidates for the public exhibitions, and 74 for the other exhibitions.

"Bursaries.—Six public bursaries are offered annually to all girls in the State, and 18 other bursaries are offered annually to those girls who attend some provisional school. In December, 1905, there were 66 candidates for the public bursaries, and 70 for the other bursaries.

"Finance.—The expenditure for the year, after allowing credit for fees paid into the Treasury, receipt of sale of books, etc., was as follows:—Primary education, £149,183 10s. 3d.; secondary education, £2,058 5s. 7d.; expenditure on buildings, etc., £9,094; total, £160,335 15s. 10d. No deduction is made on account of rent for dedicated lands. Total cost of education (exclusive of amount spent on buildings, except by way of rent): Per child instructed, £2 10s. 6½d.; per child in average attendance, £3 11s. 4½d.

“Since the passing of the Education Act of 1879, 324 school buildings have been erected. The total expenditure on school buildings since the passing of the present Act amounts to £519,304 15s. 1d., which has been paid from loans.

"Dedicated Lands.—The area of endowed lands leased on December 31, 1905, was 382,630 acres, and the area of endowed lands held under agreement to purchase on the same date was 7,426 acres. The revenue for 1905 derived from leased lands was £5,992 9s., and the revenue from land held under agreement to purchase was £2,206 13s. 4d.”

Reference has been made in the historical section of this work to the evolutionary process through which the educational system has passed. The germ was planted when the colony was founded. It was nurtured with assiduous care, and its growth watched over with unflagging interest. A School Society was at work almost as soon as the city began to be inhabited. During the first ten years the schools were in private hands, and there was no appropriation of public funds on their behalf. For a rapidly spreading and withal exceedingly scattered population, however, this method proved inadequate, because unremunerative, and under an Ordinance of the Legislative Council in 1847 a grant of encouragement on capitation principles was made by the Government to private schools. Some of these schools being denominational, it was objected that such grants became State aids to sectarian teaching, and so much opposition was raised against public money being used for that purpose that the Ordinance was repealed by an Act of 1851, which came into force early in the following year.

A Board of Education had been appointed to carry out the provisions of the Ordinance of 1847, but the Act of 1851 went much further, and practically laid the foundation of a State system of education. The partly elective Council which assembled for the first time that

tion of schoolhouses, and other regulations, the whole of which were to be under the control of a Board of Education. Apart from the financial arrangements that were made, a healthy stimulus was thus applied to educational



STATE SCHOOL, GILLES STREET, ADELAIDE.

reform. A "South Australian Preceptors' Association" was almost immediately formed, with the object of raising the standard of education, by improving the educator and obtaining for him a higher social status, so that the scholastic profession should have as recognized a position as the clerical, medical, and legal professions.

The Central Board of Education created under the Act of 1851 consisted of seven members, nominated by the Governor-in-Council, and its duties were thus specified:—(1) To establish schools or recognize such schools as were already in existence, in which good secular instruction, based on Christian principles, but free from sectarian differences of belief or opinion, should be imparted. (2) To grant licences to teachers, and to pay them out of State revenues salaries ranging from £40 to £100 per annum, in augmentation of the fees paid by the parents of the children. (3) To appoint inspectors, who should visit the schools, and make reports to the Central Board on the character of the instruction; and (4) To recommend the colonial Government to give grants in aid of buildings erected by local subscriptions up to an amount not exceeding £200 per school.

While this was a distinct advance on the loose and incoherent condition which it sought to reduce to some degree of order and system, it was so defective at several points that a popular demand soon arose for further reform. A new Education Act was on the programme of the Government for the first session of the first South Australian Parliament, but it was



STATE SCHOOL, CURRIE STREET, ADELAIDE.

year, having as one of its first proceedings abolished State aid to religion, was in a measure compelled to take up the work of education, and the Act which it passed provided for stipends to teachers, assistance in the erec-

crowded aside by other matters, and that was the fate of Education Bills again and again. The subject was referred to times without number, and in 1871 the popular demand became so urgent that an important reform measure was brought before Parliament, which was sacrificed as the result of a Ministerial crisis and a dissolution. From that time, however, the agitation outside Parliament never ceased. There was great divergence of opinion, and at times severe conflict, on the question of Bible-reading and Scriptural instruction, but eventually what was proposed as a compromise was accepted, and in 1875 a new Act was carried by large majorities in both Houses of Legislature.

Two of the main principles contended for by educational reformers were brought into operation in the system established under this Act. Education became compulsory and secular, but not free. Under the provisions of the Act of 1875 the management of the State schools passed from the Board of Education to a Council of Education, under the presidency of a salaried officer. On all children between the ages of seven and thirteen living within a radius of two miles from an efficient school, education up to a certain standard of writing, reading, and arithmetic was made compulsory, and the instruction was to be strictly unsectarian, or secular, in character. Four and a-half hours, at least, were to be set apart daily on every school-day for secular instruction only, but if a certain number of parents requested it, the schools might be opened for a quarter-of-an-hour previously in the mornings for the purpose of reading portions of the Scripture from the authorized or Douay versions. Attendance at these readings was not compulsory, and in practice the provision has proved the dearest of dead letters. The teachers were to be paid partly by the children's fees, partly by fixed salaries, and partly by bonuses on the results obtained at the annual examinations, salaries and bonuses being drawn from the general revenue.

Together with the appointment of a salaried President of the Council, the inspectorial staff was increased by the appointment of three additional inspectors, making five in all. The new scheme was launched under excellent auspices, and the new system was worked with consummate skill and ability. The members of the Council were citizens of ability and repute, but the President was pre-eminently the man for the occasion. The State was exceedingly fortunate in obtaining the services of Mr. John Anderson Hartley, B.A., B.Sc. (Lond.), who recognized that he had before him a great opportunity, and threw himself into the work with extraordinary talent and enthusiasm. He possessed a genius for organization, drew to himself capable subordinates, and succeeded in imbuing them with his own spirit. He possessed great depth of culture, and cherished lofty ideals, together with an infinite capacity for service. His influence has never ceased to pervade

the Department, and it has been the ambition of those who were associated with him to act on his principles and to carry out his plans. To Mr. Hartley's contagious influence and bright example may be attributed very largely not only the excellent system of primary education in South Australia, with its schools and school publications, but, what is far more important, the *esprit de corps* and the mingled zeal and devotion which pervade the entire teaching staff. Before the end of his career he had become the ablest primary educationist in the Southern Hemisphere, and its permanence is the best testimony to the efficiency of his work.

With such a President it soon became evident that a Council was superfluous, and might become rather a hindrance than a help. Accordingly, after about three years a change was made by which the Council of Education was superseded, and the control of the Department was placed directly under the Minister of Education, with the former President as Inspector-General. From that time onward the primary-school system of the colony made steady and consistent progress at all points. Led by the Inspector-General, the Department was not slow to recognize the vital principles enumerated in Pestalozzi's well-known axiom, that elementary education "should develop and perfect the inborn forces and talents of the human being—that is the talents and powers of the mind, the heart, and the hand." "The course of instruction," it has been written, "has from time to time been widened and made more logical. Indeed, guarded as it has been for over twenty years by a mind always alert and receptive, the course could not become stereotyped, and it has not infrequently been enriched in parts which have been culled from the best there was in the German, the Swiss, the French, and the American primary-school systems."

Until January, 1892, though the school system was compulsory and secular, it was not free, though parents who could not afford to pay school-fees might obtain exemption; but by an Act passed in the previous year, which then came into force, all school-fees were abolished, except for children who had reached the compulsory standard and were thirteen years of age. At the same time, the compulsory distance for children between the ages of nine and thirteen was increased to three miles, and the minimum attendance to satisfy the compulsory requirement was fixed at thirty-five days per quarter.

Mr. Hartley, after 21 years of magnificent service to the Department, met with a fatal accident in September, 1896, and after his decease, in lieu of an Inspector-General, a Board of Inspectors was appointed. The gentlemen appointed to this position were the three senior Inspectors, Messrs. L. W. Stanton, L. W. Whitham, and T. Burgan, the first-named of whom, having served for some years as Assistant Inspector-General, was appointed Chairman. This mode of administration continued until January, 1906, when the Department

was re-organized, and Mr. Alfred Williams received the appointment of Director.

While the State system is mainly concerned with primary education, it also includes provision for further advance. Secondary education for boys has been so amply and efficiently provided for by denominational and private institutions, that there was no necessity for that field to be entered upon; but the establishment of an Advanced School for Girls in 1879 met an acknowledged want. The school was conducted for some years in rented premises, but in 1891 an admirable building was erected and equipped at a cost of £2,683, which afforded accommodation for 200 pupils. By means of a liberal system of rewards for diligence in the form of University scholarships, exhibitions, bursaries, and junior scholarships, encouragement is afforded to scholars in both public and private schools, whether boys or girls. Thus it may be said that a connection is established between the whole of the educational institutions of the State, including the Agricultural College, the School of Mines, and the University. It is rendered possible for any child, who has the necessary ability, energy, and ambition, no matter how poor his parents or humble his circumstances, to pass through the successive stages, from the lowest form of an infant class in a provisional school to the highest honour the University can bestow, and even to win the Rhodes Scholarship as his crowning achievement, without expense to his family or friends.

Improved efficiency in the teaching staff and adequate training in the art and science of education were among the desiderata on which Mr. Hartley set his mind from the time he undertook the remodelling of the system. What is known as the pupil-teacher system has obtained in the Department since its inception, and a college for the training of teachers was established in Adelaide as long ago as June, 1876. The influence thus exercised can scarcely be estimated, and within a recent period, as the result of arrangements with the University of an exceedingly liberal character, the advantages to be enjoyed have been greatly increased. The training term now covers a period of six years. The first two are spent in both learning and practising to teach. In the second pair the time is principally spent in teaching. By the end of that time there has been a sufficient test of ability both to receive and impart, and the last two years are spent in acquiring further equipment for the chosen life-work. It goes without saying that the result of this training must be to

develop whatever intelligence and ability a pupil teacher possesses as a part of his original endowment, bringing benefit to himself and advantage to the children who may afterwards come under his care.

For mutual profit in some parts of the State local associations have been formed among the teachers, whose spheres of work are not too far apart for occasional intercourse, and the Public Teachers' Association of South Australia is an organization which embraces the whole. Its annual gatherings are times of pleasant reunion and intellectual stimulus, serving a useful purpose, and encouraging the growth of sentiments which should animate those who are engaged in the same department of public service. The publications of the Department, which are ably edited, contribute to the same result. An official *Education Gazette* is published once a month and is issued free to all teachers. All circular notes, instructions, appointments, promotions, resignations, etc., are announced through this medium. The *Children's Hour*, another periodical, has a very wide circulation. Some years ago a Public Teachers' Superannuation Fund was established, reports of which are presented to the Public Teachers' Association at the annual meeting. Both the subject itself and the inevitable discussion of its affairs lend a kind of special interest to the gathering.

The school buildings throughout the State are almost invariably of a substantial character, neat in their appearance, and suitable in their structure and appointments for their purpose. As a rule, teachers' residences, where they are provided, do not err on the side of extravagance, either in their roominess or style of architecture. They are usually plain in appearance, though fairly comfortable, provided the teacher has not too large a family. The premises are under the supervision of the local Boards of Advice, which do not hesitate to call attention to their condition when it is considered that enlargements or repairs are required. The materials used in the school buildings are nearly always stone or brick. There is a limited number of schoolrooms, etc., constructed of iron and wood, but they are in outlying districts and in places where continuous settlement when the school was opened was considered uncertain. The rule is that durability and suitability are primary considerations, both in the designs and in their execution. The cost of all educational edifices is met by public loans, but the amounts expended annually in effecting necessary repairs are charged upon the general revenue.

ALFRED WILLIAMS, Director of Education, was born near Karmantoo, in October, 1863, being a son of Mr. John H. Williams, an early settler in the State. In 1876 he became a pupil teacher in the

Moonta School, under Mr. T. Cowling, and later spent two years under Dr. Torr at the Moonta Mines School. He was successful as a student at the Training College in 1881, and in the following year was

appointed assistant-master at Moonta, where he remained for twelve months. In 1884 Mr. Williams received transfer to the Norwood School, and at the end of the following year was removed to Vic-

tor Harbour, where he continued until 1889. Leaving the southern seaside resort, he proceeded to the Wallaroo Mines School, where he remained for the next three years, and was then placed in charge of the East Adelaide School for nine years. In 1900 Mr. Williams became headmaster of the Norwood School, which post he held until he received his present appointment in January, 1906. Mr. Williams has always evinced a keen interest in all educational matters, especially as regards primary schools, and has paid several visits to the other States to watch the development of the latest ideas. He has taken an active part in all movements connected with the South Australian Education Department, and was a moving spirit in the Floral and Industrial Society. He is a member of the Board of Management of the Superannuation



Hammer & Co., Adelaide.
MR. ALFRED WILLIAMS.

Fund, has been President of the Teachers' Union on two occasions, and President of the Teachers' Association and Headmasters' Association. A marked feature of Mr. Williams' career as a teacher has been the high esteem in which he was held by all with whom he came into contact. Prior to relinquishing the control of the school at East Adelaide he was the recipient of a secretaire and a large photograph, while Mrs. Williams was presented with a silver tea service. Unbounded energy united with a strong individuality has gained for Mr. Williams the entire confidence of the Department of which he is now the head. In 1907 he attended an important educational conference held at London, and afterwards proceeded to the Continent, America, and Japan in the interests of the Education Department.

THE PUBLIC LIBRARY, MUSEUM, AND ART GALLERY.

This institution is under the control of a Board of Governors, of whom three are appointed by the Government, two are elected by the University of Adelaide, one each by the Royal Society, the Society of Arts, and the Adelaide Circulating Library, and five by the country and suburban institutes. The President is the Right Hon. Sir Samuel J. Way, Chief Justice, etc., and the Vice-President is Sir Charles Todd, K.C.M.G., etc. The following are the principal officers:—Secretary and principal Librarian, Mr. J. R. G. Adams; Director of Museum, Professor Stirling, C.M.G., etc.; Hon. Curator of Art Gallery, also Director for Technical Art, and Head Master of the School of Design and Painting, Mr. H. P. Gill, A.R.C.A. (Lond.)

The Reading-rooms are open to all-comers from 9.30 a.m. to 9.30 p.m. on weekdays; Sundays 2 to 6 p.m. The Library contains about 55,000 volumes free to the public, for the purpose of reading in the Library. Open from 10 a.m. to 9 p.m. Sundays, 2 to 6 p.m. The Museum is open from 10 a.m. to 5 p.m.; Sundays, 2 to 5 p.m. It is closed on Fridays for the purpose of cleaning, etc. The Art Gallery is open to the public in the summer on weekdays from 10 a.m. to 5 p.m.; on Sundays, from 2 to 5 p.m.; and in winter, on weekdays from 10 a.m. to 4 p.m.; Sundays, 2 to 4 p.m.

The classrooms of the School of Design, Painting, and the Technical Arts, are in the Exhibition Building. Students meet three terms during the year, each term consisting of thirteen working weeks. The average number of students for the year 1905-6 was over 650 per session. The education offered is such as to train teachers to give every facility to any who desire to become artists, designers, or artisans, or to obtain a know-

ledge of the technical arts, such as art needlework, carving in wood, repoussé in metal, leather-work, staining in wood, and gesso and agrafted decoration. These technical branches produce excellent work, which is designed and executed by students, and the design becomes the property of the purchaser, and is not repeated. Over 3,000 original designs have thus been produced and disposed of. In connection with this school, art examinations are held at the end of each session, and during the twenty years ended December 31, 1906, a total of over 27,000 papers in different subjects have been worked, while it is estimated that 15,700 certificates of success will have been awarded.

It is appropriate to refer to the Adelaide Circulating Library in this connection, though it is quite distinct from the Public Library, and under independent management. This library is under the control of a committee of five gentlemen, one of whom is a member of the Board of Governors of the Public Library, the present representative being Mr. W. J. Vandenberg, F.R.S. (Edin.), F.R.S.L., F.R.M.S. The Secretary and Librarian is Mr. W. B. Caw. The library is situated in the old Institute Building, North Terrace, to which extensive additions have recently been made. It contains about 23,000 volumes, which are for circulation among subscribers only, and the number is constantly being increased. The Library is open from 9.30 a.m. to 7.30 p.m., Sundays and holidays excepted. It has a large newspaper reading-room, and also a magazine-room, which are open to the public, and where files of the latest periodicals are kept. This Department was separated from the Public Library by an Act of Parliament which came into operation on July 1, 1884.

Although the Reference or Public Library, the Circulating Library, the Museum, and the Art Gallery pursue distinct lines, and are not all under the same control, they are affiliated, and may be treated as a whole. Moreover, they are on-growths from a single root, sprung from the same stock, and during the greater part of their history were included in one common organization.

When the foundation-stone of what was then known as the "South Australian Institute" was laid, on November 7, 1879, a "statement of the initiation and progress of the South Australian Institute and the advancement of kindred institutions" was published in the *Register* of that date, from which the following particulars are taken.

More than two years before Governor Hindmarsh issued his proclamation, and within a fortnight from the time when the Act of Parliament establishing South Australia received the Royal Assent, an organization entitled "The South Australian Literary and Scientific Association" was founded. Lieutenant-Colonel Napier, who was afterwards offered the governorship of the colony, was the first President, and the committee consisted of nine

members. The specified objects of the Association were:—"The cultivation and diffusion of useful knowledge throughout the colony." The library selected by this Association for transmission to the province consisted of 82 works, or 117 volumes, most of them treating of the Australasian, Polynesian, or American colonies, or relating to statistics of Great Britain. These books were forwarded from England by the "Tam o' Shanter," being packed in a large iron chest, which also contained the charter or constitution of the newly-made colony.

Shortly after the arrival of this tiny, but at the time precious, library, a "Mechanics' Institute" was formed, which held its meetings in a wooden building, about 12 feet square, situated on the park lands near the site of the present railway station. As lectures were also given in this edifice, there need be no incredulity

about the statement that it was crowded to the doors. The number of books was gradually increased by means of donations, and the institute seemed to be flourishing, when disaster came on everything colonial by the dishonouring of Colonel Gawler's bills, and then followed a period of suspended animation. Such was the humble and troubled beginning of an institution which has established and multiplied itself, become divided into branches, and now ranks high among the educational agencies of the land.

In September, 1844, an Association modelled on the lines of English book societies, and entitled "The South Australian Subscription Library," was formed. Its programme was exclusive, if not ambitious. Members had to be ballotted for, pay an entrance-fee of one guinea, and two guineas in advance. Its literature, as well as its membership, was subjected to restrictive regu-

lations, for there were not to be on its shelves any works treating exclusively of law, physic, or divinity, nor any of a political or controversial character, except by consent of a majority of subscribers at a monthly meeting. Under such conditions the Society could hardly be expected to flourish. "The original rules," we are told, "were sign-



Photo by H. Krischock.

PUBLIC LIBRARY, NORTH TERRACE.

ed by 114 subscribers, but on the occasion of a second subscription to the rules, in January, 1847, three years afterwards, only 32 names were appended." In order to widen the basis of the institution, the subscription was reduced from two guineas to one, with the result that the membership was increased from 72 to 117, but the receipts diminished from £151 4s. to £122 17s. Towards the end of that year a meeting was held at the theatre with a view to the resuscitation of the Mechanics' Institute. Much interest was thrown into this movement, and, after some negotiation between the old and the new societies, they were amalgamated in May, 1848, under the title of "The South Australian Subscription Library and Mechanics' Institute." The new organization was assisted to make a good start by donations of £100 each from Mr. J. B. Graham and Mr. John Ridley. An avowed object of the Society was the formation

of a circulating library. The books were removed from the wooden building on the park lands to a large room in Peacock's Buildings, where classes in connection with the Mechanics' Institute had been conducted. Mr. Nathaniel Hailes was appointed Librarian, and among other attractions a quarterly conversazione was established. Another remove was made some months afterwards to the Exchange Chambers, King William Street, where a general reading-room was opened. Though the Societies were amalgamated, and many difficulties bridged over, the progress of the Society was not satisfactory. Within five years it had drifted into a condition of hopeless muddle. The books had become dilapidated, many were lost, and the greater number of the remainder were either coverless or mutilated, and the Legislative Council was appealed to with a request for the Government to take over the properties of the institution.

On the motion of Mr. Fenn, the Legislative Council, in 1854, appointed a Select Committee to consider and report on the propriety of introducing a Bill to establish a National Institute. It transpired that the Society had only been saved from complete failure by the grant of £760 from the public funds for the purchase of books. The Committee recommended that an organization to be called "The South Australian Institute" should be brought into existence, and made several suggestions for its management. Thereupon the matter was allowed to rest for another couple of years.

The birth of the present organization may be said to have taken place in 1856, when a Bill was passed through the Parliament, which provided for the establishment of "The South Australian Institute," which received the Governor's assent on June 18 of that year. Most of the credit of this forward movement is due to Mr. John Howard Clark, who advocated it with untiring energy, and was fortunate in obtaining the support, among others, of His Excellency the Governor (Sir R. G. MacDonnell), Sir Charles Cooper, and Mr. B. H. Babbage. The Act provided for the appointment of six Governors, three of them being appointed by His Excellency, and three elected by affiliated Societies, and for a yearly sum of £500 to be placed on the Estimates to meet current expenses. Later in the same session an amending Act was passed, mainly to provide for certain contingencies that had been overlooked.

New life was put into the movement by the action of Parliament, and probably it was fostered by improved conditions. The reading-room became more popular, subscribers increased, more books had to be obtained, and additional rooms opened. The Philosophical Society in 1859 followed the example previously set by the Medical Society and became incorporated with the Institute. The Society of Arts was admitted into the same public partnership shortly afterwards, and the Association so formed was mutually beneficial.

More suitable premises were urgently required, and the prosperity of the institution emphasized the justice of the demand. At length the Parliament was induced to vote an amount for this purpose, and the structure on North Terrace having been erected, it was formally opened on January 29, 1861, by Sir Charles Cooper, His Excellency the Governor being absent from Adelaide. There were still some difficulties to be overcome, and in 1863 another Institute Act was passed, which altered the constitution of the governing body, but, speaking generally, from the time of its entrance into its permanent home the career of the Institute was one of continued success. Its influence was felt throughout the greater part of South Australia, and in numerous places country Institutes were formed, the libraries of which were supplemented in their interest by the loan of cases of books from the central institution, the volumes thus being multiplied in their usefulness.

In January, 1862, the Museum was opened in the upstairs hall. At first the specimens which occupied the glass cases there consisted chiefly of various minerals, fossils, incrustations, etc., found in various parts of the province, but the collection speedily grew. During the following year many new animal specimens were added, and the Parliamentary grant of £250, which was increased to £500 the year afterwards, enabled the Curator to obtain considerable interesting additions, one result being that the Museum was soon cramped for want of space. A movement to enlarge the building commenced in 1865, but there was difficulty about satisfactory enlargement designs, and eventually it was resolved to erect what would be the western wing of a new building to be connected with the old one. Matters proceeded so far that the foundation-stone of this wing was laid in 1873, when progress was arrested by the appointment of a Commission to reconsider the whole subject. This Commission recommended the execution of a larger project, but there were further delays and modification of plans, so that it was not until 1878 that operations actually commenced.

On November 7, 1879, however, the foundation-stone of what was to be known as the Public Library, Museum, and Art Gallery of South Australia was laid by His Excellency the Governor, Sir W. F. D. Jervois, in the presence of a large number of citizens. Provision was understood to be made in the complete scheme of which an instalment was then taken in hand for Public Library, Museum, Reading-room, Sculpture and Picture Galleries, Lecture Hall, Laboratory, School of Art, Technological and Patent Museum, and rooms for society meetings. The foundation-stone ceremony passed off with great *éclat*, speeches being made by His Excellency the Governor and others reviewing the past history of the institution, as well as indicating the future designs, and from the record of them most of the foregoing particulars have been taken. The Public

Library was opened by His Excellency Sir W. C. F. Robinson on December 18, 1884, the cost of the building having been £40,994, and of the fittings £7,894.

Since that time further and important extensions have been made. One of the most noteworthy was the Art Gallery, which was opened by Lord Tennyson during his term of Governorship on April 7, 1900. The cost of the building was £21,600. In addition to a fine collection of paintings, the Gallery has been enriched by intercolonial exchange loans. It received considerable impetus by the munificent bequest of Sir Thomas Elder of £21,000 for the purchase of pictures, and the still larger sum of £65,000 bequeathed by Dr. Morgan Thomas, which the Board of Governors is utilizing as opportunity serves.

The Museum, which was removed to the Public Library in 1884, speedily outgrew the accommodation available for it in those premises. The building it occupies at present was erected at a cost of £9,195, with fittings at a cost of £2,675, and was opened by the Earl of Kintore, with the usual formalities, on January 12, 1895. The collection it contains grows in variety and interest year by year, and more space will soon be a necessity. This will probably be supplied by the erection of another wing of the Public Library block, which will not only provide better accommodation for the Museum, but allow of the extension of the Reference Library, which is also required.

The Art School which originally held its classes in an upstairs room of the Institute Building, had so far outgrown any provision that could be made on those premises that it was removed to the Exhibition Building, North Terrace, at the end of 1891, where it has since remained. Other educational agencies and societies have an affiliated connection with the Institute, and the policy that prevails favours closer association. A recent extension of the building to the west will accommodate the Royal Geographical Society, the archives of which have been enriched by its acquisition of the valuable York Gate library at a cost of £2,000, and several other associations.

The Museum, under the able supervision of Professor Stirling, aided by his skilled assistants in several branches, continues to add to its valuable collection. The latest achievement of the staff is the reproduction of the skeleton of the gigantic prehistoric marsupial *Diprotodon Australis*, the remains of which were found in the distant north at Lake Callabonna—a locality which Professor Gregory has styled the dead heart of Australia. The cast has been the work of years, owing to the extreme brittleness of the material to be handled. As the specimen is absolutely unique, and as there are duplicates of many parts, exchanges with other Museums may be arranged, but Dr. Stirling points out that there is absolutely no room for specimens that might be received in that way.



Municipal.

BEAUTIFUL ADELAIDE.

When Mr. J. A. Froude visited South Australia he landed on a Sunday morning, unannounced and unexpected. He foregathered with a well-known Semaphore resident, who undertook to act as his cicerone. They reached Adelaide by train, and Mr. Froude wrote, in the account of his travels: "We saw before us, in a basin, with the river winding through it, a city of a hundred and fifty thousand inhabitants, not one of whom has ever known, or ever will know, a moment's anxiety as to the recurring regularity of his three meals a day."

As an illustration of the mis-descriptions into which experienced travellers are betrayed when they trust to hasty observations, and indulge in unguarded generalizations, the foregoing is a fairly good specimen. Yet it is not at all difficult to see how Mr. Froude was misled. The visitor who emerges from the Adelaide Railway-station and turns northward along King William Road, crosses the Adelaide Bridge, and follows the tram-line through Brougham Place to the brow of the North Adelaide hill, may find it difficult to realize that he is the subject of an optical delusion. He is on a lower level than the centre of the city, and yet he seems to look down upon it. The ground falls somewhat steeply from his feet to the river, and then rises more gradually, but over a longer slope. The background of partly encircling hills, however, seems to neutralize the effect of the ascent, and to all appearance Mr. Froude's description of the physical features are not very inexact. The eye does not observe the dividing-lines between the city and the sections of its far-stretching suburbs, and as it ranges over miles of towns and townships, east, south, and west, there is a distinct suggestion of a large and highly-prosperous population.

Perhaps the most impressive views of Adelaide are to be obtained from the North Adelaide terraces, from Strangways Terrace on the one side to Lefevre Terrace on the other. Even though a considerable portion of the city proper is behind the observer, the scene in front is most charming. The excellent judgment which selected the site, and secured for its setting a broad belt of park-lands enclosing it on every side: with the diversified beauty of the guardian hills on the one hand and glimpses of the sea on the other constituting a panorama such as no other Australian city can show: alike elicit unqualified admiration.

There are many cities in the world of which it may properly be said that "distance lends enchantment to

the view." Though picturesque, they are perhaps squalid or otherwise unpleasing, and close acquaintance is disenchanting. No such observation can properly be applied to the City of Adelaide. It is beautiful in itself, as well as in its situation and surroundings. The instructions issued to the Surveyor-General before it was laid out contemplated its being made pleasant, attractive, and healthful, and they were conscientiously acted upon. The plateau south of the river, at its highest part near the south-east angle, is a hundred and seventy feet above the sea level, and has a gradual outward slope in all directions. Seven hundred acres were surveyed in what is almost an exact parallelogram, the bounding terraces on the north, west, and south being aligned with the points of the compass, while the line of East Terrace is broken to make the most of the surface contour.

The most attractive approach to the city is by the Hills railway line. A traveller by the Melbourne express has numberless peeps at charming scenery during the last hour or so of his journey. The glimpses he gets are of the briefest, for while he is gazing the train probably plunges through a cutting or dives into a tunnel. Near the National Park, for a few moments a wide panorama is under observation, for the spacious plain a thousand feet below is seen, apparently as level as a chess-board, with the city in the centre, and the blue waters of the gulf stretching far to the westward. A few miles further on, emerging from the last of the tunnels, there is a nearer view of the same lovely scene. Skirting the pretty suburb of Mitcham, the train rushes between gardens and well-built houses on either hand, traverses the western park-lands, and swings round to the north till it enters the station.

Externally, the Railway-station is neat though unpretentious in its architecture, but it is spacious, and most conveniently arranged. It lies in a hollow, but skilful advantage has been taken of the surroundings, and there is ample facility for ingress and egress. The principal passenger entrance is from North Terrace, and standing under the portico a visitor has a clear view of a fine boulevard. In front of him are spacious and lofty warehouses. To the right the overway bridge from Morphett Street stands out against the sky. Near by is Trinity Church, one of the ancient landmarks of the city. The railway premises and yard stretch far beyond the bridge on the one side, while hotels, warehouses, and

residences fill up the other. Among them the fine building of the Warehousemen's and Commercial Travellers' Club and the large South Australian and Gresham Hotels, with their tiers of deep balconies, catch the eye. Adjoining the Railway-station, on the same side, are the Parliament Houses, old and new. The former, in plain stone and brick, is reminiscent of early days. The latter is part of an ambitious design, marble-fronted and ornate, but incomplete. When finished, it will be in every way worthy of its purpose.

King William Road, leading to North Adelaide, runs between the angle reserved for the extension of the new Parliament Buildings and the Government House domain. The vacant space in front of the iron gates leading to the vice-regal residence forms an admirable position for what is, of its kind, one of the finest works of art in the Southern Hemisphere—a bronze equestrian statue of a South Australian bushman, erected in memory of those who served and fell in the South African war. Both man and horse are true to nature, and, by the genius of the artist, are full of life and power.

In the plan of the city three broad thoroughfares run from north to south and from east to west respectively. At their points of intersection open spaces were reserved called "squares," though the term is not geometrically correct. Other streets, though narrower, yet sufficiently broad for ordinary purposes of business and traffic, run parallel with them. Accordingly, the scenic effect is in every direction highly pleasing. In many of the streets avenues of shade-trees have been planted, and in most cases the vistas that open have one or other element of beauty. Looking south or east the view is only bounded by the chain of hills. From many parts

the glimmer of the sea is visible to the west when the sun is low, and northward the tasteful buildings across the river form an excellent background.

The several squares have been handsomely and substantially fenced with ornamental iron, artificial green-swards have been cultivated, and shade-trees planted. To the juvenile population, and sometimes to their seniors, these enclosures are an inestimable boon, while the beauty of the city is thereby greatly enhanced. At one point the original plan has been greatly improved. Victoria Square, in the centre of the city, was intended to divide King William Street, and while the original lines were adhered to the effect was bad, and the inconvenience was considerable. When the street was carried through the square, it left spaces for four enclosed ornamental plantations, and these are already being embellished by statuary.

King William Street is the one thoroughfare which extends from terrace to terrace without changing its name. It is intersected by nine others, but east and west of it they have different designations. It measures hundred and thirty-three feet in width, with broad footpaths, and experienced travellers like Messrs. Archibald Forbes and G. A. Sala have pronounced it the handsomest street in the Southern Hemisphere. Though it has no sky-scrappers, it is

adorned by numerous edifices that are architecturally attractive, and the effect of the Post Office and Town Hall towers to the right and left, and nearly opposite each other, is to suggest symmetry without sameness.

Most of the banks have chosen King William Street for their head-quarters. At the corner of North Terrace is the Bank of New South Wales, a little further on is the National Bank, and nearly opposite are the



Photo by H. Krischock.

TOWN HALL, ADELAIDE.

English, Scottish, and Australian Bank and the Commercial Bank. Other fine premises in this part of the city are the Australian Mutual Provident Society's Buildings and the pile known as the Beehive Buildings, at the corner of Rundle Street. Near each other on the western side are the Union Bank and the Bank of Australasia, and across Currie Street from the latter is the Bank of Adelaide. All these are handsome structures, and they are rivalled over the way by the Royal Exchange. Business premises, auction marts, and suites of offices are crowded thickly together. The National Mutual Society's building adjoining the Bank of Adelaide is one among many hives of commercial activity, and further on towards the Post Office the *Advertiser* Office and the Citizens' Assurance Company's premises must attract attention. The General Post Office is an imposing structure of the Italian order of architecture. Independently of extensions northwards, it has a frontage of 160 feet to King William Street, and of 150 feet to Victoria Square, while its clock-tower rises 158 feet from the pavement. Its internal arrangements, including the spacious hall, where weather reports and other documents are displayed, are worthy of the exterior.

Perhaps the finest continuous block of buildings is that which extends from Pirie Street southwards. The Eagle Chambers occupy the corner, then comes the Town Hall, with its deep and massive portico, its lofty tower, and peal of bells. The Prince Alfred Hotel adjoins, and the Government Offices—Audit, Customs, Land, Treasury, and other Departments—extend to Victoria Square, their frontage, indeed, being extended down Flinders Street. To the east of Victoria Square there is yet another pile of Government buildings, where the Land- and Income-tax offices, the Public Works, and other Departments are located. South of Victoria Square, facing northwards, are the Law Courts and the City Watch-house. In the exact centre of the Square is a fine bronze statue of Queen Victoria, and midway in the noble thoroughfare he planned is the statue of Colonel Light. That of J. McDouall Stuart, Australia's greatest explorer, is near at hand, a bronze figure of Hercules not far away; and much care is bestowed on the enclosures, the value of which, for both health and recreation, is universally recognized.

North Terrace east of King William Street is essentially different from any other part of the city. On its northern side it is lined with public buildings, which perform an important part in the national life. From the sentry's quarters at Government House there extends a long ivy-covered wall, bounding the domain. Kintore Avenue leads down to the Parade-ground on the level near the river, east of which is the Destitute Asylum, where the flotsam and jetsam of society seem to drift. In front of this building is the Circulating Library, a long-established institution, the free reading-room of which is extensively patronized. Then comes the Public

Library, with its valuable collection of literature, in a handsome stone building. The Museum stands back from the road, and exhibits, in a column bearing Egyptian hieroglyphics, a striking relic of antiquity. The Picture Gallery, the Elder Conservatorium, and the University are close together, and in the background are the headquarters of the military staff. The Exhibition Building and its annexes follow, the Jubilee Oval and other additions lying in the rear. The School of Mines and Industries, which provides accommodation for about 2,000 pupils in its classes, a brick building, large, lofty, and well-lighted, occupies the angle of the Frome Road, leading to the Zoological Gardens, and from this road entrance is obtained to the grounds of the Old Exhibition Building.

Crossing Frome Road, the visitor finds himself opposite the Adelaide Hospital, a Government institution, with many buildings, which it is the aim and ambition of the Hospital Board to keep up-to-date, and when East Terrace is reached the gates of the Botanic Garden are close at hand.

Along a considerable part of this esplanade a narrow plantation has been fenced off, and the shade-trees are acceptable to pedestrians. A beginning has been made in beautifying the scene with statuary. A marble Venus stands near the equestrian statue, and is dwarfed thereby. A statue of Robert Burns, the gift of the Caledonian Society, looks out upon the Circulating Library, and one of Sir Thomas Elder is appropriately located near the University, to which he was a most munificent contributor, and another of Sir W. W. Hughes, the actual founder of the University. It should be mentioned that the School of Mines is undoubtedly the finest building constructed for such a purpose in the Commonwealth, which is largely due to the princely benefactions of the Hon. George Brookman, M.L.C.

There are several great advantages in the arrangement by which so many buildings of the kind that have been named are, as it were, clustered together. To visitors it is more convenient to be able without loss of time to familiarize themselves with what Adelaide has to show, both in the processes and results of culture, and to the inhabitants themselves it is a still greater boon that they are neither scattered nor distant, but usefully grouped, and almost at their doors. Incidentally, moreover, it may be remarked that while the community is neither so large nor so wealthy as some others, its show places are of a superior character, well-managed, and close at hand. Its Botanic Park, for instance, with in a mile of the Post Office, comprises 65 acres of what is practically a forest, and as attractive as wild woodland. The Zoological Gardens contain 1,400 animals, birds, and reptiles, the collection being the best in Australia. They are within a short walk, and on one day in the week admission is free.

On the south side of North Terrace, close to the

Bank of New South Wales, is the Adelaide Club, a comfortable and well-managed institution. From that point, extending a long way to the eastward, the names of medical gentlemen are very much in evidence. The nearness of the University and the Hospital may have something to do with it, but right away to Pulteney Street, at the corner of which is Chalmers Church, physicians, surgeons, and dentists have almost monopolized the ground. The frontage is broken into here and there by a warehouse front, an office, or a non-professional residence, but anything of that kind seems almost an incongruity.

Trade has a fashion of cutting, and keeping to, channels of its own. In the early days business was chiefly concentrated at the western part of the city, and Hindley Street was its principal centre. There have been extension and distribution

since then, but it is still the fact that along the same line, which has been pushed eastwards, similar conditions still prevail. In Hindley Street, west of Morphett street, a row of Chinese names may be seen adorning shop-fronts, and there is a joss-house not far away. There are restaurants and places where

cheap goods are exhibited in abundance, but few good stores of the ordinary kind until Leigh Street is reached. From about that point there is a well-marked alteration, and the business premises average higher in general style. The Theatre Royal, which is usually occupied by visiting dramatic and opera companies, and the Glaciarium, or Ice-skating Palace, which was the first establishment of its kind in Australia, the building having been erected for a Cyclorama, are situated in this part of Hindley Street.

Rundle Street, the easterly continuation of Hindley Street, is, without question, the busiest part of the city during the greater part of the day. Unfortunately both of these streets are of the narrower measurement, and hence an exceedingly uncomfortable congestion of traffic is easily brought about. On both sides of the street shops are crowded together as closely as possible from end to end. There are some good hotels, and a few res-

taurants, but there is hardly such a thing to be found as a mere office or a private residence. The largest retail drapery establishments in the city are to be found within a short distance of each other, and some of these establishments claim to be universal providers. The business of the street may be imagined to have overflowed its boundaries, for in the still narrower cross-streets, such as James Place, Gawler Place, Stephens Place, and others, there is the same dense crowding. Some of the finest wholesale warehouses are to be found where a mere spectator might imagine them to be hidden away. Eastward of Pulteney Street, the most noteworthy building is the newly-erected emporium of Foy and Gibson, adjoining the York Hotel.

One special feature of Rundle Street is the Arcade, which runs through to Grenfell Street. It is wide, lofty,

well-lighted, and ornamental. At the time of its erection it was said to be unrivalled in Australia, but possibly such a statement may not hold good at the present time. Another is the extensive produce markets at the East-end. These are spacious and well-arranged, and on market mornings are among the sights of the town. To



Photo by J. B. Siddall.

KING WILLIAM STREET, ADELAIDE, LOOKING SOUTH.

accommodate the traffic the Terrace has been widened by cutting a slice off the park-lands, but from the Botanic Hotel to Grenfell Street, and for a considerable distance up that thoroughfare, as well as Rundle Street, the number of vans, carts, trollies, and other vehicles almost blocks ordinary traffic for the time, and the bulk of goods handled, brought in by market-gardeners to be disposed of either for local consumption or export, invariably excites surprise.

Variety is given to the scene in Currie and Grenfell Streets, which lie east and west respectively, by the squares which lie across them. Instead of drapers, grocers, ironmongers, and similar establishments, Currie Street seems devoted to business of another kind. To the west of Light Square there are factories and foundries, but to the east large business premises are the rule. Wholesale warehouses, large and spacious, stand on either side. Close together on the south are

the premises occupied by Elder, Smith & Co., the new and handsome Savings Bank, and the Steamship Company's Buildings—most imposing of them all. On the opposite side Davenport Chambers, Unity Chambers, and a number of others provide suites of offices. The carrying companies also seem to have located themselves in close proximity to each other in this part of the town.

Grenfell Street also is lined with a series of substantial buildings. The *Register* Office is conveniently situated, and further on are Cowra Chambers, Cavendish Chambers, and others. The large warehouses of Goode, Durrant & Co., Wilkinson & Co., and the pile known as Brookman's Building are prominent architectural features. On the opposite side, the Grenfell Chambers, the Trustee Building, the Widow's Fund Building, and the Mutual Life Chambers are worthy of note. Close at hand is the pile of buildings erected by the Young Men's Christian Association, which has a second frontage to Gawler Place. There is an excellent suite of rooms, library, and gymnasium, and the main hall can accommodate an audience of a thousand at a push. The Association premises when erected were said to be the fourth in size and importance of premises owned by the Y.M.C.A. anywhere in the world. Motor-car "garages" abound in this part of the town, and wholesale warehouses occupy the greater part of the space. Separated from Grenfell Street only by the yard of a monumental mason is the Young Women's Christian Association, the outcome of zealous effort for young women on the part of some earnest leaders, and a deservedly-popular institution. East of Hindmarsh Square there is not much architectural skill displayed, unless it be in the long façade of the new market, which is certainly in good taste, and appropriate, and the reconstructed hotel opposite, next door to which is the power-house of the Electric Supply and Traction Company.

Much of the glory of Pirie Street departed when the Royal Exchange was opened in King William Street, but it still possesses the Old Exchange, where many brokers congregate; and the square of which it forms one face, with its cross-streets and side-alleys, is a perfect hive of business activity. On the north side there is scarcely a break till Hindmarsh Square is reached. Over the way from the Old Exchange, and adjoining Queen's Chambers, is the Methodist Cathedral, old-fashioned in style, but excellently adapted for its purpose. In external appearance it has little to boast of, but its auditorium is the best in the city, and can accommodate from 1,500 to 2,000 hearers. The remainder of the ground west of Gawler Place is occupied by Simpson's factory and the State Bank, suitably located in premises built for the Union Bank, which did its business there until it absorbed the Bank of South Australia, and removed to King William Street. Occupying a central position, in an extensive pile of buildings, the

Salvation Army has its "Citadel," having come into the possession of premises that were originally intended for a very different purpose.

RESIDENTIAL AREAS.

West of Victoria Square, and south of Waymouth Street, business premises, as a rule, diminish in extent and pretentiousness, and the number of ordinary dwellings increases. An exception to this rule may be found in the neighbourhood of the City Market, which is itself extensive. It has not the attractiveness of the East End markets, for some reasons, but is spacious, well-appointed, and well-lighted. On Saturday evenings there is commonly a large, good-humoured, and noisy crowd gathered around the stalls. In its immediate neighbourhood there is a better show of business-places, corresponding to those of Rundle Street, than is to be found elsewhere in the city, and the proprietors of them seem determined to hold their own. Quite a number of institutions which have much to do with the social life of the city are congregated in this quarter. The Trades Hall, a centre of industrial and political activity, faces the market; the Rechabite Hall, where the temperance cause has its head-quarters, is not far away. In a cross-street between Franklin Street and Grote Street is the Democratic Club. Christadelphians, Christian Scientists, Seventh Day Adventists, and others are within a stone's throw. The City Mission is established at Light Square, and the Methodist Central Mission holds the fort in Franklin Street. Further south, the Social Wing of the Salvation Army has established its reforming agencies at Whitmore Square, and a little to the south-east the slender minarets of the only mosque in Adelaide may be seen against the sky-line.

Roughly speaking, Wakefield Street and Grote Street, which bisect the city from east to west, may be regarded as a dividing-line, business premises preponderating to the north and residences to the south of it. There are, of course, exceptions. In the west of the city may be found some of the most closely-packed rows of one- or two-storied houses with small rooms, and there, if anywhere, are the slums and rookeries where vice hides itself. On the other hand, in places like Hutt Street, Hanson Street, and King William Street South, there are terraces of shops in the immediate neighbourhood of large and beautiful family homes. Nevertheless, the general characteristics are as stated, and it may be noted that the better houses are to the south and east. Here and there enterprising land-owners have erected detached or semi-detached villa residences, alike in style, which, however individually tasteful, are less pleasing when the same pattern is frequently repeated. In some streets outstanding edifices necessarily catch the eye. Among such in the eastern section are the Fire Brigade, in Wakefield Street, the Christian Brothers' College,

and Our Boys' Institute; and in the west such factories as those of Sands & McDougall, Burford's soap factory, besides others too numerous to particularize.

One of the most striking aspects to a visitor in the residential quarters is the large number of singularly beautiful homes. The configuration of the ground towards East Terrace, the view over the Park-lands, and the never-failing beauty of the hills seem to have inspired architects and landscape-gardeners. Accordingly, that part of the city contains what may fitly be described as series of mansions, and the same remark applies to a large extent of South Terrace also. These are manifestly the abodes of the wealthy, but there are hundreds of homes of from five to eight rooms each, which are in their way equally suggestive. Each has its little patch of generally well-kept flower-garden, and its shady veran-

seems to have been intended by Nature. The valley of the Torrens, with its artificial lake, is traversed by roads leading from the three great arteries—King William Street, Morphett Street, and Pulteney Street—across substantial bridges, and in each case the approach is highly pleasing. The only tramline runs down King William Road, past the Government Printing Offices and the City Baths, between the Parade-ground on the right, the neighbourhood of which possesses a strikingly oriental appearance due to the great number of palms, and the Rotunda on the left, surrounded by well-kept lawns and handsome flower-beds.

The scene from the Adelaide Bridge over the reed-fringed, willow-shaded Torrens Lake is charming, especially when the water is high, and the sheet of water is gay with boats. Thence to Pennington Terrace is one



Photo by H. Krischock.

A BIRD'S-EYE VIEW OF NORTH ADELAIDE.

dah. There is good taste and variety in the designs, the buildings themselves are substantial, there is a pervading air of neatness and cleanliness, and seldom any unhealthy crowding. Old residents say that in nothing has there been such conspicuous improvement during a period of, say, twenty years, as in domestic architecture. Within that time whole streets have been built or rebuilt, and where a relic of the past survives it serves to justify the observation.

NORTH ADELAIDE.

Though it is, and always has been, a part of the city proper, North Adelaide has the appearance of being as completely detached as any of the suburban towns. It has, in fact, become a residential suburb, for which it

of the beauty-spots of the city. The enclosures on both sides, though spacious as parks, are as beautiful as gardens. Standing like a sentinel at the angle of Pennington Terrace, the Anglican Cathedral pleases the eye by its proportions and architecture, its twin spires with their marble crosses rising high above the thoroughfare. The winding road into North Adelaide is entered, and as the pace grows slower up the steepening gradient, there is time to admire the buildings and grounds of the Children's Hospital to the right. Brougham Place, through which the curving line passes, is as much a garden as a park, and the stately buildings by which it is fringed have a charming outlook over the city and its surrounding plains. O'Connell Street is the one business thoroughfare, only a few small shops being found in the side streets. A branch tramline serves Hill

Street and the more northern section, finding its way to the main line again before the terminus is reached. There is interest for the observer on all sides. Wellington Square, named in honour of the Iron Duke, and Palmer Place vie with Brougham Place in attractiveness. The charming homes cannot fail to excite admiration, and the public buildings are of a superior character. There is a large public school in Tynte Street, and also a Post Office and Public Library. The white walls and elegant tower of the Brougham Place Congregational Church form a conspicuous landmark for miles round. The Methodist church and schoolroom in Archer Street, and the Baptist premises—church and school and manse—in Tynte Street, are spacious and well-arranged. Christ Church and Bishops-court adjoining it, which is the residence of the Bishop of Adelaide, seem to have been copied from some homely comfortable English church and rectory. Angas College, a training-home for missionaries, is one of many monuments of the philanthropist whose name it bears, and the private hospital in Ward Street is perhaps the best-equipped establishment of its kind in South Australia.

CIVIC HYGIENE.

Throughout the entire area thus rapidly passed under observation certain characteristics are common: such as the wide, well-graded, and well-paved streets, the broad and clean footpaths, the absence of eyesores in the form of insanitary dwellings and unsavoury rubbish-heaps. Something is due to the materials ordinarily used in construction. There are few flimsy wood and iron structures, and, on the contrary, there is no heavy, dark-coloured masonry anywhere. Hence an effect of brightness and cheerfulness pervades the whole, while there is sufficient greenery in plantations and enclosures to relieve the eye.

Enquiring a little more closely into civic arrangements, it is soon found that Adelaide is highly favoured

by an abundant water-supply. The catchment area extends over many miles of the hills, and includes the head-waters of both the Torrens and the Onkaparinga. Weirs are thrown across these rivers at suitable places, whence immense pipes and conduits lead to reservoirs at Hope Valley, Thorndon Park, and Happy Valley respectively. Thus a series of artificial lakes is constructed, the two latter being something like twenty miles apart, and there will be no reason to fear scarcity, even if the city continues growing at the present rate for another generation.

Scavenging is diligently performed, but the deep-drainage system is that which has helped most to secure for Adelaide its healthy record. This system has been extended to every part of the city, and to portions of the suburbs. The sewage is conveyed to a tract of ground known as the Sewage Farm, near Islington, about four miles from Adelaide, where grasses and lucerne grow luxuriantly, and cattle are fattened by hundreds.

With abundance of bright sunshine, pure air secured by the ample open spaces, pure water, and scientific sanitation, Adelaide ought to be healthy, and the statistics show that it is so. It has the reputation of being hot, but the average of its summer weather is not more disagreeable than Melbourne or Sydney. The thermometer is said to rise three degrees higher than New York, but it never falls so low as in that city, snow-storms and blizzards being unknown.

The citizens of Adelaide may consider themselves highly favoured, moreover, in the facility with which a change of climate can be secured. A run of half-an-hour by train will take anyone to the seaside, and in only a little longer time he may reach an altitude of a thousand feet, and breathe the eucalyptus-scented atmosphere of the hills. There is a pleasant playground for the children within a few hundred yards, at most, of every home, and such resorts as the Botanic Gardens and Park are easily reached.

THE CORPORATION.

Adelaide has always held a prominent place in South Australian affairs. Special consideration was given by the founders of the colony to the site and characteristics of the first town of the proposed settlement. The responsibility of choosing its position was entrusted, not to the Governor, but to the Surveyor-General. That official received most elaborate instructions concerning the conditions which he was to secure, if possible. They were framed with a cheerful optimism in the capabilities of what was then almost an unknown country, and represented what were rather to be regarded as ideals to be aimed at than features already prepared. Localities possessing such natural advantages that they seem made to order only exist, as a rule, in the fertile imaginations of estate agents, or such dreamers—more pious than

practical—as he who devoutly acknowledged the goodness of Providence in causing rivers to run by large towns. Fortunately, the duty of carrying out these instructions was placed in the hands of a most capable and conscientious officer, Colonel Light, whose fidelity in the execution of his trust is receiving clearer and ampler recognition as time goes on. To crown the whole, His Majesty the King of England at the time, personally requested that the city to be founded somewhere in the Southern Hemisphere should bear the name of his consort, so that not only the general ideas and plans concerning it, but its title also, while it was yet part of an unexplored wilderness, were evolved on the other side of the world.

Accordingly Adelaide was a good deal more to

South Australian colonization than Sydney to that of New South Wales or Melbourne to Victoria. The relation it held to the entire project was not limited to the period of inception. When immigrants began to arrive one of their first questions was as to the position of the settlement. Until that subject was decided true colonization was at a standstill, and it was the basis of misunderstandings and quarrels between those who should have been working together in harmony that wrought endless mischief. Out of this unhappy condition there grew delay and consequent disaster to very many, while general progress was retarded. Not only so, when the survey of the city was completed, and the allotment had been made of town-acres to land-order holders, the sale of the surplus land initiated a still worse evil in the form of a land boom. Instead of turning their attention to remunerative industries, the colonists were bitten by a mania of speculation, and the use of both time and capital diverted into an illusory channel to the public damage. As to the details of all these events, are they not written in the chronicles of South Australia by many historians who have dwelt long and lingeringly on the troubles, but have not always ascribed them to their true source. On them, however, it is unnecessary to dwell.

Although South Australian settlement has expanded far and wide, at the present time nearly one-third of the inhabitants of the State have their dwellings within a radius of ten miles from the Town Hall, and probably at least a fourth live within hearing of the Post Office clock. Such being the case, it is not surprising that "the city"—as it is still frequently called, though other municipalities claim that designation—should fill a wide space in the South Australian horizon, whatever be the point of view. That space was relatively larger seventy years ago than it is now. In 1837, out of 2,220 persons in the entire province, 1,700 lived in Adelaide, and in 1838 the numbers were:—Whole colony, 5,374; City of Adelaide, 4,000. As the general government was autocratic, and the leading citizens men in whom the instinct and desire for self-government was strong, it is not surprising that the claim for placing the City under representative control found earnest advocates. In 1840, during the *régime* of Governor Gawler, who was responsive to public sentiment and feeling, the Legislative Council passed the first Colonial Municipal Act, which provided for the election of a municipal council by the ratepayers.

The preamble of the Act recorded its genesis. The Colonization Commissioners had recommended to the Secretary of State for the Colonies that municipal institutions should be conferred on towns so soon as their population reached 2,000, on certain principles that had been adopted. The Secretary of State had recommended His Excellency the Governor that an Act embodying those principles should be passed, and that as Adelaide

possessed the required population it should be endowed with the coveted privilege. Provision was made in the Act for the election of nineteen Councillors, of whom three were to be Aldermen and one Mayor. Power was given to levy rates, and to collect revenue by means of tolls, etc., but a somewhat severe check was placed on extravagance. It was specified that the ordinary expenditure should not exceed £500 in any quarter of the year, and no expenditure of an unusual description could be incurred, extensive improvements entered upon, or loans contracted, without the approval of the Governor-in-Council. To modern ideas the Act looks very much like setting up machinery without supplying energy to work it—a steam-engine, but no boiler—but at that time the smallest instalment of local government was no doubt welcome.

The election was arranged on a curious pattern. It seems that a ratepayer could vote for nineteen Councillors if he liked, but if one-nineteenth of the total number of ratepayers chose to organize and plump for a single individual, they could elect him out and out; only in that case they would exhaust their voting-power. Which method was adopted, or whether both were put in operation, history sayeth not, but in some way the first Common Council was chosen on October 31, 1840, Mr. Samuel Stokes acting as Returning Officer. On the same day the Councillors met at the South Australian Club-house, Hindley Street, elected Messrs. Fisher, Davis, Smillie, and Stevenson Aldermen, and of the four Aldermen the choice fell on Mr. James Hurtle Fisher, for Mayor. The customary oaths were taken, and the organization of the first Corporation to be established in any part of the British Colonial Empire was complete.

Within a very short time the financial limitations imposed on the Council produced their inevitable effect. Certain officials had to be appointed, and their united salaries for the year, including an allowance of £300 to the Mayor, amounted to half the money the Council could expend. A little was attempted, but not very much could possibly be done. Only half a year's rates could be levied, and at the end of the twelve-month there was a considerable sum in arrears. On the original plan of the city an acre had been reserved for the purpose of a Corporation, should one be formed, and on this being applied for it was sold to the Council for the nominal price of 12s. At a later period, when troublous times had come, this sale was protested against, and Lord Stanley pronounced it illegal and invalid. Designs were prepared for proper buildings to be erected on this acre, but there was no money in the chest, and the business of the Council had to be transacted in a hired room in Hindley Street.

In his report at the close of the year the Mayor expressed his regret that instead of a cash balance the next Council would inherit a debt. He explained how the situation had arisen, and said it would always be a

source of pride to him that he had not only been the first Resident Commissioner of the province, but the first Mayor of the first Corporation established in any of the British colonial possessions. A fact to which he did not refer, but which had a more important bearing on the immediate future of the Corporation than he could have imagined, was a change in the Governorship of the colony. This was preluded by the dishonouring of the bills drawn by His Excellency, which brought great embarrassment on the colonists generally, the citizens of Adelaide, as a class, suffering most severely. In the depression which followed, and the general bankruptcy and ruin, civic affairs naturally went from bad to worse. A rate was levied, but some could not, others would not, pay it, and the legality of the impost itself was called in question. At the same time there were endless complaints about the condition of the thoroughfares, and demands for their improvement.

When Governor Gawler was on the eve of departure it was proposed in the City Council to present him with a farewell address, and at the same time an address of welcome—or, rather, a courteous greeting—to his successor was submitted. Considering the situation, both addresses were singularly colourless and free from partisanship, but so touchy was the public temper at the time that they were set aside on the ground that politics should not enter into the proceedings of the Corporation! The Council not long afterwards found it extremely inconvenient to abide by its own dictum. Governor Grey, who had been sent out to supersede his predecessor, and to introduce economy in place of alleged extravagance, was not likely to favour the strengthening of an authority independent of his own. He prided himself on his policy of driving the people out of the city to develop the resources of country lands, and all the elements of chronic antagonism were to be found in the condition of the community.

The second Council was elected in October, 1841, and Mr. Fisher was re-elected Mayor. Bad times came on the colony. Retrenchment was unavoidable. Some officers were dispensed with, the salaries of others reduced, and the Mayor's allowance cut down to £100. Things had been managed very loosely, officers who received fees, etc., deducting their salaries from the receipts and handing over the balance; but this was put a stop to. Yet another specimen of the mixed conditions may be given. The legality of the rate being disputed, the Advocate-General was applied to for a legal opinion; he declined to advise, and the Council settled the question in its own favour by collecting, or trying to collect, the rates.

Deeper confusion followed. About May, 1842, the Mayor found it necessary to resign his position in consequence of his professional engagements. His resignation was accepted, and Mr. Alderman Wilson was elected in his stead. When the next elections were approach-

ing, the legality of the entire proceeding was challenged. It was alleged that Mr. Fisher had no power to resign, the Corporation had no power either to accept his resignation or to appoint a successor, and that consequently all ulterior transactions were irregular, illegal, and invalid.

One of the extraordinary features of an extraordinary situation was that while such charges were freely bandied about, nobody took the trouble to settle the disputed questions. A way was pointed out by which the legality of the Acting-Mayor's position could be tested, and the Advocate-General was requested to adopt it, but he gravely replied that it was inadvisable for the Crown to interfere in a matter of the kind. Meanwhile, the proverb that when "Poverty comes in at the door Love flies out of the window," was shown to be applicable to communities as well as households. Friendly relations between the Governor and the Council, which were never very cordial, soon gave place to open hostility. His Excellency had formed and metalled Rundle and Hindley Streets from Gawler Place to Morphett Street by means of immigrant labour, but a request about drainage from certain Government buildings had given offence. There was friction everywhere. The Government, being sorely in need of funds, passed several Acts to raise revenue. This was shrilly protested against by a meeting of the citizens, which "reprobated the enormous post-charges and restrictions recently imposed," etc., and the Council soon after entered into the fray. It first of all had a long but fruitless correspondence with the Governor, urging him to meet the wishes of the public, which had no more visible effect than a pea-shooter on a rhinoceros. Thereupon the City Fathers climbed down from their lofty pedestal, solemnly resolved that the rule excluding political discussion be suspended, and proceeded to pass another resolution in favour of memorializing the Queen to assert the claim of South Australian colonists to the power of raising and expending taxes by their representatives in the Legislative Council.

Governor Grey, as a rule, cared nothing for either criticism or objection, but this once, at least, he turned nasty. Having received a copy of the resolution, he replied that he would forward the memorial, but probably it would not be received, it being the opinion of the law advisers of the Crown that the Corporation could not have legally proceeded to the late election of the Mayor, and therefore, inferentially, had no legal status. This was a slap in the face, the sharper and the more indefensible after the Advocate-General—the chief law officer in the State—had declared it inadvisable to interfere. Of course the Council hit back, declaring the Governor's reply to be "in its nature undignified and unworthy an enlightened and liberal Government"; but that did no good.

In the contest thus entered upon between His Excellency and the Council, the Governor had all the ad-

vantages of both position and weapons. He had authority and power: the former by reason of his appointment, and the latter by means of his casting-vote in the Executive Council. Such funds as could be raised were at his disposal, while the Council had extremely scanty revenues, and was burdened with debts. The Corporation could do little more than fire off ineffective resolutions, but it stood for a principle which the Governor sought to abolish, while it was so hampered by the restrictive clauses in its constitution that as an organization for self-government it was doomed to failure. So loosely was the Ministerial Act worded that the three leading lawyers of the city expressed as many conflicting opinions on *bona fide* proceedings of the Council. As an illustrative specimen, the cause of the slaughter-houses may be quoted. The premises had been originally erected by the Government and transferred to the Corporation, which had spent a good deal of money on them. There was difficulty in collecting the charges for their use, and when the matter was referred to His Excellency he said that while the slaughtering of cattle at that place was compulsory, there was no provision in the Act for collecting fees!

While the Council chafed under its limitations, the Governor contemplated their further abridgment. With this object a bill was prepared under his authority, empowering him to abridge, amend, or take away the corporate rights which the Act of 1840 had given the citizens, should he deem it advisable. The proposal was, of course, resented by the Council as "involving principles of a most dangerous tendency," in opposition to those on which the colony was founded, etc., etc. The Council, in fact, wanted its power enlarged, and jurisdiction extended. It forwarded a list of subjects to be incorporated in the forthcoming measure, which included control of the park-lands, a local court, to be called the Corporation Court, power to elect a Sheriff, jurisdiction over the police, and the right to issue licences for tavern-keepers, storekeepers, auctioneers, carriers, water-carts,

and vehicles for hire—all of which proposals were more or less politely ignored.

To make things worse, the Council was not only at war with the Governor, but with itself. There was a lack of unanimity among its members. When public affairs came under consideration, the minority raised an objection that such discussions were vetoed by the rule prohibiting interference in politics. Resolutions were weakened by counter-resolutions, indicating divided judgment. The financial situation continued to be embarrassing, and the Corporation was reduced to the necessity of issuing scrip bearing ten per cent. interest in discharge of its obligations. The uncertainty as to whether the Corporation had any legal existence at all continued to cause embarrassment. At one meeting an appeal to the Supreme Court was resolved upon, but no

further action was taken. Resolutions were passed, and memorials presented to the Governor and Legislative Council with reference to amendments in the Municipal Act, of which no notice was taken. The last of such memorials was dated September 28, 1843, and it was the final act of the Council. It did not meet again, and as no provision had



Photo by J. B. Siddall.

RUNDLE STREET, ADELAIDE, LOOKING WEST.

been made for a fresh election the Corporation, as originally constituted, died a natural death.

A CIVIC INTERREGNUM.

It was, of course, unnecessary for the Governor to proceed with his proposed measure to abridge, amend, or take away the rights vested in the Corporation, since the Council itself had lapsed, and all that he had to do was to pursue a policy of masterly inactivity. The city necessarily suffered, for works even though of urgent importance, had to be held in abeyance, or else executed in a very irregular fashion. The City Bridge, which was never a first-class structure, had fallen into serious disrepair. The Council could not do anything to restore it, and a few private citizens, having met to consult

about it, appealed to the Government. The Governor thereupon obtained a report from the Surveyor-General, who prepared plans, and estimated the cost to be about £300. His Excellency offered to have the work done if the inhabitants would subscribe £150. A meeting of those who professed a willingness to subscribe was then called by the deputation, but no one attended. It transpired that the deputation was unauthorized, the subscribers did not want Government interference, were prepared to pay for the work themselves, and had obtained a contract for the purpose. The committee was allowed to take stone and timber from the park-lands, but beyond that neither sought nor accepted any assistance.

Prior to the erection—or re-erection—of the City Bridge the first stone of a monument to Colonel Light was laid. This was a Gothic pillar, designed by the late Surveyor's colleague and immediate successor, Sir G. S. Kingston, which cost £400, the amount being raised by private subscriptions. The memorial, however, remained without an inscription until 1876. No attempt was made by the Governor to revive the Corporation, with the central principle of which he was hopelessly in quarrel, and Adelaide was left to the tender mercies of the Executive, which did just as much or as little as it chose, uninfluenced by outside representation. Here and there a bit of street-paving or repairing was done, sometimes by private subscription, and at others by the Government, but there was no orderly or systematic method of procedure. In 1845 a petition was presented to the Legislative Council, asking that the debts due by the Corporation might be paid, but the Governor declared it to be informal, at the same time announcing his intention to bring in a Bill to repeal the Corporation Act, an intention which he did not carry out.

It is possible that in transferring the reins of government to his successor on the eve of his departure Captain Grey imparted some of his own ideas concerning the Corporation, but Major Robe did not want any prompting to assume the rôle of dictator. He recognized, however, that the city had to be cared for. The burden of repairs fell on so few persons that it had become a personal tax, and the Government was wearied with continual appeals for assistance in carrying out small undertakings. In June, 1845, the Legislative Council was appealed to in reference to the debts of the Corporation, and an Act was passed some time afterwards providing for the payment of most of them, but at the same time taking care that the entire administration of civic affairs should remain practically in the hands of the Government, while the owners and occupiers of land were obliged to pay towards the maintenance of footpaths and roads. Rates were levied on all properties within the Police District, assessors were appointed by the warrant of the Police Magistrate, and rate-collectors by the same functionary. The Act was to remain in force

for two years, during which period the citizens might decide whether municipal institutions should be re-established. Strong objections were raised against certain features of this measure, but the Governor was not to be moved by representations of popular opinion.

Something, however, was attempted to produce a better state of things in the City, the condition of which had become almost a scandal. The rates were collected half-yearly, and the annual impost was sixpence in the pound. A considerable amount was spent on repairs to the City Bridge, which had been badly damaged by floods; but sufficient allowance was not made for the width of the river, and in the following year both the City and the Frome bridges were destroyed. A last attempt was made in May, 1848, to induce Governor Robe to accede to the wishes of the citizens, and a memorial presented asking for the re-establishment of the Municipal Corporation, to which he replied that the signatories were less than one-third of the number of ratepayers, and therefore he declined to entertain their request. It was not thought worth while to trouble His Excellency further during the short remainder of his stay.

Despite maladministration, divided counsels, and other drawbacks, the city somehow or other continued to forge ahead. In the later forties prosperity came to the colony, and the dark cloud of its financial embarrassments rolled away. The staple industries of agriculture and stock-raising were in a flourishing condition, and the mineral discoveries at Kapunda and Burra opened another broad stream of wealth, which has never ceased to flow. The metropolis shared in the solid advantages which brightened the outlook for the entire community, and impressed visitors by its substantial appearance, and its air of business activity. The following description of its aspect in 1847, ten years after the time when it was first laid out, was published in London during the following year, and is interesting as a graphic account of what Adelaide was like sixty years ago:—

"Government House is a commodious building, surrounded by ten acres of land, part of which is laid out in tastefully-ornamented gardens, with walks and shrubberies, and in the front of the house a high signal-mast is put up, on which the British flag is hoisted to denote the presence of the representative of royalty. The house was built by Colonel Gawler, and is a convenient and comfortable dwelling. In front of the house, and separated from its grounds by only a large sunken ditch, is a pleasant promenade, neatly railed off from the road and gravelled. This promenade is deservedly a favourite resort with the townspeople, who come out here after the heat of the day is over. On the other side of the road, and facing the Government House, is North Terrace, which boasts of many neat villas, with handsome gardens and cool verandahs; in this terrace there are

some substantial and ornamental stone and brick buildings, as the South Australian Company's offices, the Bank of South Australia, and, farther on, Trinity Church, part of which has been lately built afresh, and the whole much improved in appearance; on the same side as the Government House are the Legislative Council and other substantial edifices. A turn to the left, past the Post-office (a small and mean-looking edifice, built in former days), takes the visitor up King William Street, lined on one side with comfortable houses and shops, and on the other side with the stockyards and other buildings belonging to the auction mart, which is at the corner of King William and Hindley Streets, and is a handsome building, and would be considered an ornament to any English town. Farther up King William Street are many large buildings, such as Young-husband's, Montefiore's, and Stock's stores, and in the distance the Government Offices and Commissariat Stores, and, besides these, many good private houses and shops of all descriptions. Hindley Street is the principal place of business. There is to be observed all the bustle of a flourishing town, the way being filled with heavy drays loaded with produce, drawn by four, six, or eight bullocks, and accompanied by the drivers, shouting and cracking their long whips; also with waggons and carts drawn by strong English-looking horses, and mingled with gigs, carriages, and horsemen, all seemingly eager in business or pleasure, and taking little notice of the half-naked black men, armed with spears and waddy, accompanied by their lubras and children, and followed by gaunt, lean kangaroo-dogs. Hindley Street is lined on both sides with good stone, brick, or wooden houses, some few of which are of superior build, and do credit to Australian street architecture. Many of the stores or merchants' warehouses are massive brick or stone buildings; and, altogether, the town has a much more imposing aspect than could be expected from the difficulties it has encountered, and the short time it has been established. Most of the better kind of buildings have been but recently erected, and these are finished in such a style as to lead to the idea of no scarcity of cash at present. The principal public edifices are the two churches, Trinity and St. John's, and three or four very commodious chapels belonging to different sects, the Government House and offices before mentioned, the Court-house (once the theatre), the Bank of South Australia, the South Australian offices, not to mention others. There are two banks in Adelaide, one the South Australia, the other the Bank of Australasia. The last is a branch of the Australasian Bank, which has branches in all these colonies. Its business has hitherto been carried on in a small but elegant cottage, situated in North Terrace, but now the intention is to erect a more commodious and substantial building in the business part of the town. Besides the Frome Bridge, a large stone bridge is in course of erection. This, by

opening a new line of way, will lessen the distance to the Port, and be a saving of labour to the bullocks that are constantly at work on the road. The population in the city (north and south) is 7,413."

Sir H. E. F. Young, who became Governor of the colony in 1848, was a different type of man from either Captain Grey or Major Robe. From the outset he showed that he held truer ideas of the principles which should guide the management of a community that was intended to be self-governing, and was more disposed to consider and give effect to enlightened public opinion. He was memorialized in 1849 to re-establish the Corporation, and this time the prayer of the petitioners was not in vain: An Act was passed in the same year to incorporate the citizens of Adelaide under the style of the "Mayor, Aldermen, Councillors, and Citizens of Adelaide," but it was held in abeyance until proclaimed by the Governor on the petition of not less than 400 rate-payers, representing property of the value of £15,000.

In the meantime, as a temporary arrangement, to meet pressing necessities, and as far as possible to satisfy public demands, a "City Commission" was appointed, consisting of five persons nominated by the Governor, to whom the control of municipal affairs was transferred. The Commission was authorized to collect rates, to keep the roads and pathways in proper order, to construct sewers, and to establish waterworks. The Act provided for payment of the Commissioners, but stipulated that the entire amount of the expenditure on themselves and their officers should not exceed 10 per cent. of the funds collected and otherwise raised under its provisions. The sum of £4,000 was voted for the construction and maintenance of the streets, and £6,000 for the erection of bridges over the Torrens, both amounts to come out of the general revenue, leaving the estimated amount of £2,000 receivable from rates available for other purposes.

A remarkable improvement took place as the result of two things working together—a more liberal policy on the part of the Government, and the introduction of systematic and business-like management. Although the ideal of representative control was still in suspense, rapid progress was made during the time the City Commission existed. Without incurring the charge of lavish expenditure which led to the recall of Governor Gawler, or starving the city and burdening the citizens in the way that was done by Governor Grey, whose policy in general was continued by his immediate successor, Sir H. E. F. Young struck the happy medium of prudence without parsimony, and liberality without extravagance. He devoted to the city, through the hands of the City Commissioners during their tenure of office, about £5,500, and they expended over £33,000, of which a little over £4,000 was paid for salaries, management, etc. The earliest assessment of city properties fixed their value at £80,000, but at the close of 1851 it

had risen to £132,675, an increase in the ten years of over 62 per cent., which was largely attributable to judicious expenditure and good general management.

The interim arrangement was prolonged for nearly three years, its extension beyond the period originally expected being due to entirely unforeseen circumstances. The gold discoveries in the eastern colonies, and the consequent exodus of population, dislocated every department of the public machinery. Revenues fell to so low a level, and labour was so scarce, that the civic organization was paralysed. The City Surveyor was granted three months' leave of absence without salary, and other officials treated in a similar manner. Fortunately the ebb tide did not continue very long, and the return wave began to flow, when, the Bullion Act being passed, gold began to be sent by prosperous diggers, and things soon wore a different aspect. The anticipation that Adelaide was about to become a deserted village, with grass growing in its streets, was displaced by the influx of wealth, which the stimulation of all producing industries occasioned, and the revival of trade.

RESUSCITATION.

On June 1, 1852, the Corporation Act, which had been passed in 1849, was brought into operation. The City Council was, under this Act, composed of four Aldermen and twelve Councillors, one of whom was to be Mayor. The city was divided into four wards, named after the four Ex-Governors—Hindmarsh, Gawler, Grey, and Robe. Provision was made against the repetition of the difficulty which had occurred through the resignation of the first Mayor of Adelaide, but in several respects the Act was still very defective. By special enactment the elections took place in the month of June, but it was provided that the next and future elections should be held in December. The former Mayor, Mr. J. H. Fisher, was elected as one of the Councillors, and at the first meeting of the Council he was chosen to resume his previous position. It is recorded that when the Councillors were sworn in, and required to subscribe the statutory declaration, one of their number had to do so with a mark, being unable to write his name.

For some reason, little actual work was done by this Council during the short term of its existence. Possibly there was time spent in the process of getting things straight. Committees were appointed for various departments, such as finance, markets, slaughter-houses, roads, etc., and the revision of the Municipal Act also engaged considerable attention. One matter of importance was the transfer to the Corporation of town acre No. 203, which had been sold to the first Corporation for 12s.; the Council, however, was very properly restricted from alienating or encumbering the property in any manner that would be inconsistent with its application to the purposes of the city. Whether it did little

or much, however, the re-establishment of the Corporation on a permanent and workable basis inaugurated a new era in civic affairs, and though amendments have had to be made from time to time in the legislation whence authority is derived, there has been no alteration in the basis, or collapse in the administration.

The following are the gentlemen who have held the office of Mayor of Adelaide, with their respective terms of service. The elections, except in two or three instances, took place in the previous years:—

J. H. Fisher	... ..	1841, 1842, 1843, 1854, 1855
T. Wilson	... ..	1842, 1843
J. Hall	... ..	1854, 1855
J. Lazar	... ..	1856, 1857, 1858
T. W. Sabben	... ..	1859
E. W. Wright	... ..
E. B. W. Glandfield	... ..	1860, 1861, 1862 (pt.)
Thomas English	... ..	1862 (pt.), 1863
Samuel Goode	... ..	1864
William Townsend	... ..	1865, 1866
H. R. Fuller	... ..	1867, 1868, 1869
J. M. Solomon	... ..	1870, 1871
A. H. Bartels	... ..	1872, 1873
W. D. Allott	... ..	1874
John Colton	... ..	1875
Caleb Peacock	... ..	1876, 1877
Henry Scott	... ..	1878
W. C. Buik	... ..	1879
E. T. Smith	... ..	1880, 1881, 1882, 1887, 1888
H. R. Fuller	... ..	1883
W. Bunday	... ..	1884, 1885, 1886
James Shaw	... ..	1889
Lewis Cohen	... ..	1890, 1891, 1902, 1903, 1904
F. W. Bullock	... ..	1892
Charles Willcox	... ..	1893, 1894
Charles Tucker	... ..	1895, 1896, 1897, 1898
A. W. Ware	... ..	1899, 1900, 1901
Theodore Bruce	... ..	1905, 1906, 1907

The chief executive officer of the Corporation is, of course, the Town Clerk, and the success of its administration largely depends on the zeal, ability, and knowledge which he brings to the performance of his duties. Adelaide has been fortunate in the choice that has been made, and it will be seen that continuity of service, with its manifest advantages, has been characteristic all the way through.

Town Clerk	... ..	1840 to 1843	D. Spence
Clerk to City Commission	... ..	1849 to 1852	E. S. Webber
Town Clerk	... ..	1852 to 1856	W. T. Sabben
Town Clerk	... ..	1856 to 1869	W. A. Hughes
Town Clerk	... ..	1869 to 1898	T. Worsnop
Town Clerk	... ..	1898 to 1899	A. Wright
Town Clerk	... ..	1899	T. G. Ellery

From this it is apparent that there have been only three changes in the Town Clerkship during the last half-century. The general feeling of the ratepayers, if it found expression, would be that of hope that many years may elapse before there is a fourth.

If an attempt at generalization may be permitted in this connection, it may safely be affirmed that as a rule the high office of Chief Magistrate in the City of

Adelaide has been so filled as to satisfy public demands. There has been an evident desire to maintain the dignity of the position, and a manifest appreciation of its responsibilities. Public-spiritedness and liberality in dispensing the hospitality which is a civic tradition, if not a duty, have been exhibited in different ways, and, of course, in varying degrees, but anything like a comparison would be invidious, and in this place inappropriate.

The resuscitated Corporation entered upon its career under favourable financial conditions. It took over a balance of £559 from the City Commissioners, and received a grant of £1,000 from the Government. A similar amount was granted from the general revenue

satisfactory. Hence the Council was almost compelled to seek an extension of its powers, and readjustment at several points. The police force was organized long before a Corporation was established, and it was convenient for the Government to place a number of duties in the hands of its chief officer. The Commissioner of Police had been placed in control of the markets at a later period, and invested with authority to issue licences of various descriptions. Considerable inconvenience was sustained by limitations which were thus imposed on the Corporation, and not until 1861, after repeated representations, were its views carried into effect.

Progress continued to be rapid. The city assessment during 1884-5 showed an increase of £15,779 over



Photo by H. Krishock.

VIEW FROM G.P.O. TOWER LOOKING NORTH.

in the following year; nearly £6,000 was received from rates, slaughter-house dues produced nearly £2,000, and licences, etc., from grazing on the park-lands another £1,000. The total income, including miscellaneous receipts, in 1853 was £12,056. Rather more than this amount was spent on the streets, and being distributed impartially in the several wards where most required, produced an immediate and visible improvement.

It was, perhaps, inevitable, from the experimental, tentative, and varying methods of public administration in the earlier years, that certain anomalies should creep in. There was divided authority in certain particulars, and a distribution of functions that was not entirely

that of the previous year, and the income from all sources expanded in even larger proportion. Good work was being done in improving the sanitation of the city, street-paving, fencing the squares, etc., and a building was erected for a city market on the Pirie Street frontage of the City acre, but this proved a failure. Much the most interesting event of the time was the controversy and litigation which occurred through the claim of Bishop Short to an acre of land close to the centre of Victoria Square. His Lordship was not to blame for asserting and pressing his claim, considering its character on the one hand and the interests he represented on the other. Nor was the Corporation to blame for resist-

ing it on behalf of the citizens, whose rights they were bound to protect. The whole of the fault lay at the door of Governor Robe, whose assumption of authority was never more strikingly evidenced. He had no more right to give an acre of the city land to one denomination than another—to the Church of England than to, say, the Society of Friends. The plan deposited in the Surveyor-General's office, showing the position of the acre in dispute, indicated that King William Street stopped where the Post Office and Government Offices now stand, and began again at the Supreme Court. The intervening space was styled Victoria Square, and along the middle of it, like islands in a lake, were four isolated blocks, with the thoroughfare flowing, as it were, all round each of them. They were left without numbers, and neither selected nor sold when the rest of the city was disposed of, being, in fact, reserved for the use of the citizens, and the Corporation took possession of them by fencing them in. It was one of these blocks that Governor Robe had formally granted to Bishop Short for the purpose of a Cathedral Church, and four of the leading lawyers of the city concurred in the opinion that the grant was valid. The only way to settle the matter was by an appeal to the Supreme Court, and accordingly His Lordship brought an action for trespass against the Corporation. The case, on the side of the City, was that the land had been reserved for the use and recreation of the citizens, and that, therefore, it was not at the disposal of the Crown in the same way as waste lands elsewhere. The jury returned a verdict in harmony with that contention, and the Bishop, who had acted in an excellent spirit throughout, accepted the decision as final. Apart from the interest which attached to this case on other grounds, there are the facts that the issue preserved the Square from being occupied by buildings, because if the Cathedral had been erected there other edifices would have followed on the remaining blocks, and thus the present splendid thoroughfare through the heart of the city would have been made an impossibility.

New heart and life being put into the colonists generally, as well as the city, by the better times, a number of important changes were made and improvements effected. By the passing of the Botanic Gardens Act an inestimable boon was conferred on the people of the city. The original site which was selected for this purpose was east of Thebarton, and on the south bank of the Torrens, extending towards the Gaol. The Act exchanged this reserve for a piece of ground forty acres in extent in a much more convenient and better position, and the benefits of the alteration will continue for all time.

PUBLIC WORKS.

The vagaries of the Torrens occasioned a very large outlay before adequate means of communication across the river were provided. A number of temporary but

inadequate structures were erected, one after the other, which served their purpose well enough for a time, but were unable to withstand the winter floods. The Thebarton Bridge kept communication open with the Port, but was the only one which escaped being washed away. In summer-time travellers availed themselves of fords near the sites of the ruined bridges, but a freshet in the river rendered them impassable, and a detour via Thebarton involved a journey of three or more miles. Several designs for a City bridge were prepared, and there was much difference of opinion as to their respective merits. A decision was finally made by the Legislative Council, and the ironwork was ordered from England. The road-making and erection of embankments were put in hand in 1854, but the bridge was not finished until 1856. Its actual cost was £22,778, being 50 per cent. above the original estimate, and was practically a free gift to the City, the expenditure being paid out of the Land Fund, which was under the control of the Government. What was known as the "Company's Bridge," Hackney, a structure of timber which did duty for many years, was about the same time erected by the Central Road Board.

While these works were in progress railway-building had begun. The railway to the Port made further provision for the heavy traffic, which increased as trade and commerce grew, and the construction of the Gawler line brought a further impulse to the business of Adelaide. The water supply of the city was in every way unsatisfactory. For nearly twenty years the main dependence of the people had been on the Torrens, and whether the water was clear or muddy there was nothing better to be had. The drivers dipped up the water by means of buckets into barrels mounted on wheels, and the cost to the consumer—who was often glad to get the water at that price—was 1s. 6d. to 3s. for 50 gallons, according to distance. A little rain-water was collected in tanks, but not much. With a scanty and expensive supply for domestic purposes, street-watering was too costly to be freely indulged in, and there was little chance of checking a fire. A Waterworks Bill was introduced into the Legislative Council, which included the raising of £280,000 by means of a loan, of which £200,000 was to be expended in making a weir at the Torrens Gorge, the Thorndon Park Reservoir, estimated to contain 180,000,000 gallons, and the necessary mains, reticulation pipes, etc. The remaining £80,000 was to be spent in providing drainage. The scheme was opposed on the ground of its being too costly. Some of the land- and property-owners were alarmed at the prospect of additional taxation. It was seriously proposed as an alternative to erect a pumping-station and a large tank for distribution. Eventually, however, the Bill was passed, and though the cost exceeded anticipation the first instalment of the present excellent system was completed. The original intention, as expressed in the Act,

was that the works should ultimately be handed over to the control of the Corporation, to be managed on behalf of the citizens, for whose benefit they were primarily designed. A later Act, however, abolished the Commissioners who were appointed at first, and placed the entire undertaking in charge of the Commissioner of Public Works. This arrangement, which has been acquiesced in as probably the most economic and generally satisfactory, occasioned some rather hard feeling at the time. It was complained that the City was deprived of all representation in a matter which concerned its welfare very closely, that streets would be broken up without regard to the public convenience, and all kinds of friction ensue—which forecasts remain happily unverified.

Among other matters which deserve at least passing mention are the fencing and planting of the park-lands, which proceeded continuously from about 1857, the introduction of the telegraph system, and the initiation of a movement to construct a railway between Adelaide and Glenelg. An interesting memorial connecting the present with the past was the gift to the Corporation of a large silver bowl by three of the original founders of South Australia—Messrs. George Palmer, Jacob Montefiore, and Raikes Currie. It was designed for the purpose of drinking to the memory of Colonel Light, in colonial wine, and was accompanied by a piece of the wedding-cake of the Princess Royal of England. The cake has been eaten, but the bowl is still used for the purpose named by its donors at the first meeting of the Corporation in each year.

Reference has been made to several occasions on which difference of opinion between the Council and the general Government led to serious friction, but perhaps the severest case of the kind, or at least that which led to the most active measures being taken, was connected with the Morphett Street crossing of the railway-line. When the Port Railway was built, the road leading to a ford across the river was closed, and a bridge erected further west. This route was inconvenient, the bridge gradients were steep, and residents in the west end of the city clamoured for the former road to be opened. Correspondence having failed, the City Surveyor, with a number of workmen, removed the fences and other obstructions. Thereupon the Manager of Railways, with another body of men, proceeded to repair the damage, and there was so much risk of a breach of the peace that a posse of constables was detailed to keep order. As the Manager of Railways would neither negotiate nor give way, he was summoned before the Police Magistrate, and fined 40s. for trespass, though the Crown Solicitor, who was present, denied that the magistrate had any jurisdiction in the matter. The Government, however, did not carry the conflict any further. A level crossing, with gates and turnstiles, was constructed, and for a time met the case. The Parliament had refused to vote £9,000 which the Government had proposed to expend

on a new bridge, and this precipitated civic action. Eventually the fine overway from Morphett Street and the bridge across the Torrens were the outcome of the persistent agitation kept up by residents in the western part of the city, of which the foregoing was the commencement.

From a comparatively early period, the practicability of impounding the waters of the Torrens, and creating an artificial lake, engaged attention on the part of the civic authorities. Plans for a dam were prepared about 1859, but there was a difference of feeling about incurring the expense, and the proposal dropped for the time. It cropped up, however, at intervals, until a commencement was made by Mr. W. R. Boothby, the Sheriff, who utilized prison-labour for the purpose. In 1866 a grant of £400 was received from the Government, and the Corporation spent £2,184 on the dam. It was recognized that a sheet of water more than a mile and a-half in length would add greatly to the beauty of the city, and the efforts to secure it were persevered in, despite much discouragement. The first designs were inadequate for their purpose. The Torrens, though it shrinks to a feeble rivulet in summer, after a cloudburst in the hills becomes a mighty torrent. It flung huge logs and fallen trees against the relatively frail structures in its path with shattering force, and the chief use of them prior to their demolition was to show what might be done. At length the present substantial weir was built, which has hitherto withstood all onslaughts, though at times there has been cause to fear for its safety. The formal opening of the Lake took place in 1881, on the day when the exhibition arranged by Messrs. Joubert and Twopeny was inaugurated. Sir William Jervois performed the ceremony, which included a procession of boats, was said to have been the most brilliant spectacle ever seen up to that time in Adelaide, and to have been witnessed by 40,000 people. Unfortunately the silt brought down by floods and deposited in the calm water soon became a great embarrassment, and curtailed the space available for aquatic purposes. Only by heavy expense in dredging, or making full use of opportunities for "scour" in winter, can the Lake be preserved in a condition at all worthy of the name.

THE TOWN HALL.

Many years elapsed after the Corporation was re-constituted, before it had suitable premises in which to transact its business or anything worthy of the name of a Town Hall for public gatherings. The difficulty, of course, was the lack of funds, together with the disinclination of the ratepayers to incur a large liability for the purpose. In 1861 the Town Clerk proposed a scheme for raising £50,000 by debentures, but it was not favourably received, and did not materialize. Authority to borrow the required amount was obtained by an Act

of Parliament. Competitive designs were called for, and a public meeting was held to consider the proposal. At this meeting a proposition was moved that the Town Hall and offices be erected, and the Corporation authorized to borrow £16,000 for the purpose, to which there was an amendment against borrowing the money. The votes were 64 for the proposition and 55 against, the smallness of the numbers indicating a remarkable lack of general interest in the subject. A poll was demanded, when 306 persons voted for the motion and 212 against it, the votes, when reckoned according to the rate values of the properties represented, being: For, 1,116; against, 809. The majority of 307 was not large enough to be encouraging, but, nevertheless, the work went on. The prize-winner in the competition was Mr. E. W. Wright, whose plans were subsequently modified in some respects, and he was appointed to superintend the erection. The foundation-stone was laid by the Governor, Sir Dominic Daly, on May 4, 1863, and the first stone of the Albert Tower on January 13, 1864. The formal opening took place on June 20, 1866, the date being the 29th anniversary of the accession of Her Majesty Queen Victoria. At noon on that day the Albert Bells were regularly and continuously chimed for the first time, suggesting to many who heard them thoughts of their motherland; and at the inaugural banquet in the evening 800 persons were present. The cost up to that time was about £20,000. The main hall, in which provision was made for an organ, was 108 ft. long and 68 ft. wide, and provision was made for Corporation offices in the basement. The Mayor, Mr. William Townsend, who had been elected to the position for the second time, was accustomed to facetiously remark that Adelaide had the biggest Town Hall and the smallest Mayor of any city in Australia, both statements being literally true. The organ, Council Chamber, and banquetting-hall, with other additions and improvements, have brought up the total cost to £32,000.

THE PARK-LANDS.

Adelaide is in the somewhat remarkable and certainly unusual position of having twice as large an area of open and inalienable spaces, independently of its streets and squares, as of land that can be built upon. The map of the city, including South and North Adelaide, shows 1,042 allotments of one acre each, but the encroaching park-lands alone extend over 2,300 acres, besides 59 acres of squares and reserves. On the plan exhibited at the selection and sale the two blocks were shown surrounded by a wide but undefined area of vacant land, which, according to his instructions from the Commissioner, the Surveyor-General described as parks, to be reserved from sale and dedicated for the use and recreation of the citizens, with the exception of certain blocks that were dedicated for Govern-

ment buildings or other special purposes, which were indicated. As the survey of country lands proceeded the outer boundaries of the park-lands were necessarily defined, and finally their total area was found to be that already specified. In order to secure this area for its designated purpose a rather curious quasi-financial transaction seems to have been thought advisable, if not necessary. In December, 1839, Mr. Robert Gouger, the Colonial Secretary, handed to Mr. Jackson, the Colonial Treasurer, a promissory-note for two thousand three hundred pounds, as in purchase of the park-lands of Adelaide and thirty-two acres of park-lands on the western side of the city, purchased on April 19, and intended for a public cemetery. A record in the Land Office in the same month states that Mr. Gouger tendered the Colonial Treasurer's receipt for this amount, in addition to £32 transferred from the Reserve Fund to the Land Fund in April. By virtue of these payments the Colonial Government claimed to have purchased the whole of the park-lands, including the cemetery block, and the claim was admitted, to be published in the next *Gazette*. A similar promissory-note for £800 was given at a later period for the purchase of the Government Farm—now the National Park. This was redeemed by the Government, but the other promissory-note remained in abeyance, and successive Treasurers scarcely seemed to know what to do about it. Governor Grey noted it as a debt due on the Land Fund. In 1848 Mr. Finniss reported upon it to the Governor, asking his opinion whether the amount might not be charged to the general revenue. His Excellency's reply was that the debt might be held to be cancelled, as it was merely a mode of effecting a reserve of public lands which under the existing law the Government might reserve without incurring any obligation to purchase. In other words, it was a fictitious sale designed to prevent other purchasers from acquiring any of the land. A discussion on the subject took place in the Legislative Council in 1849, when Captain Bagot represented the transaction as trickery, and the Advocate-General defended it as a legal arrangement, intimating that there was a project on foot for getting possession of these lands by private individuals, which Mr. Gouger's action forestalled and defeated.

An obvious effect of the survey and of the transactions that followed it is that Adelaide itself can never grow larger in territorial area. Its vacant allotments may be built upon, the dwellings made larger and crowded more closely together so as to have a larger population. With the growth of trade and manufactures land may become too valuable to be occupied for residential purposes, and the inhabitants may find it necessary to remove to the suburbs in increasing numbers. A time may arrive when the streets will hum with activity during the day, but be silent and almost deserted during the night. According to present ap-

pearances the twenty-first century will be well on its way before that condition is witnessed, and, in the meantime, the large open areas on every side will have ministered to the health and happiness of several generations.

Even then their usefulness will continue. By that time Adelaide, which is now surrounded by flourishing towns, will be girdled by a circlet of cities. Unley has already attained the dignity of that title. Norwood and Kensington will follow, though, it may be hoped, under a simpler name, and the same thing may be expected on the north and east. To the inhabitants of these cities planted on the outer circumference of the park-lands the open areas will be as valuable and useful as to those who have lived in the centre, and it is safe to affirm that their beauty and other attractions will be greatly enhanced. The groves of indigenous gum-trees, which the early settlers found, were wantonly, almost ruthlessly destroyed. It is on record that Governor Robe had the South Park Lands towards the Black Forest cleared of timber as a military precaution, because of the shelter it might afford to an invading enemy. Bareness and dustiness, both unsightly and unpleasant, followed, and together with fencing-in the work of afforesting was taken in hand. Unfortunately, sufficient care was not always exercised

however, science and system have governed the procedure, and the improvement is not only visible, but conspicuous. The Eucalypti—even the best of them—



Photo by J. B. Siddall.

CURRIE STREET, ADELAIDE, LOOKING WEST.

though they may be stately, are always monotonous in their foliage, and the introduction of deciduous varieties, cedars, plane-trees, pines, elms, oaks, sycamores, poplars, and others have supplied the charm of variety. There is already an instalment of the noble avenues which will some day radiate from the city in all directions. Between North Terrace and the river the combination of verdant terraces and palms suggests a prospect of what may be produced by care and judgment. The enclosures between which the road passes beyond the Adelaide Bridge are beautiful object-lessons, and the area to which artistic skill and culture are applied is widening every year. It does not require much prophetic insight to realize that the environments of Adelaide in the course of a comparatively short time will enhance its reputation, and be a further justification of the title it has received.

It will, of course, always be the duty of the Corporation to guard the heritage of the citizens against encroachment. There is not now any danger of this being attempted by private citizens, but the past is not without its suggestive incidents. Besides the park-lands, there were several plots of ground which were



Photo by J. B. Siddall.

GRENFELL STREET, ADELAIDE, LOOKING WEST.

in the selection of trees—possibly both knowledge and choice being too limited, and a good deal had to be done over again. Within a comparatively recent period,

originally marked on the plan as reserved for special purposes. The Government House reserve was at first placed across the northern end of King William Street,

but the contour of the ground just there not being suited for building purposes, it was shifted eastwards to its present position, which is every way better, and the change made the direct thoroughfare to North Adelaide possible. Immediately eastwards were guard-room and barracks reserves. The Hospital Reserve, as planned at first, was in the low ground now occupied by the Botanic Garden, and a portion of what was afterwards the Lunatic Asylum was begun, but, on the advice of Mr. G. S. Kingston, a change was made to the higher ground westwards. The Cemetery Reserve was not well chosen, but has not been interfered with, while the site occupied by the Observatory and Government Astronomer's residence was at first a market reserve. It was changed for the situation at the west end of North Terrace, where the Sheep and Cattle Markets are now held, and the position was occupied for many years by a signal station consisting of flagstaff, with keeper's cottage. Besides these, there were on the North Adelaide side reserves for the Government Store and a school. On the former of these the iron store and cottage of the Government Storekeeper, Mr. Thomas Gilbert, stood for many years, but they were ultimately abandoned and pulled down. The school reserve was never marked out or made any use of whatever.

Most of the alterations may be justified on the ground of public convenience or advantage, and the same remark may be applied to the racecourse on the east and the Oval on the North Park Lands, also to the largest encroachment of any, the slice running parallel with North Terrace, which was taken for railway purposes under the authority of an Act of Parliament. When the Glenelg Railway was constructed a long and unsightly stone building was erected opposite the end of King William Street, on South Terrace, which was an eye-sore while it stood, and ultimately had to be taken down. There was an even worse disfigurement on the same side of the city that was the product of the volunteer excitement. A rifle range near the city was considered a necessity, the South Park Lands west of King William Street were practically given up to it, and to safeguard passengers from erratic bullets a series of lofty and wide-buttressed stone walls was erected. These rifle butts, after defacing the landscape for some years, were finally levelled with the ground.

Out of the 2,300 acres originally surveyed as park-lands and subsequently handed over to the Corporation, 549 acres are enclosed for ornamental purposes, and, in addition, there are 59 acres of squares and other reserves. It was a part of the wise plan on which the city was laid out to provide not only wide streets, but also open spaces, in each quarter as well as the centre, and the provision of the surveyor has been made much of by the aid of the gardener. The first enclosures were mere post-and-rail fences, and for many years the city funds did not justify free expenditure. Even-

tually, however, strong and suitable iron railing was substituted for the primitive fences, the corners were rounded off, pathways were constructed for the convenience of pedestrians, shade trees and shrubs of several varieties were planted, lawns were laid down, and garden-beds added the gay colouring of flowers. Remembering that two hundred years are said to be required to bring an English lawn to perfection, the change that has been brought about in a good deal less than a quarter—most of it within a tenth—of that time must be regarded as fairly rapid improvement.

STREET PLANTING, NAMING, AND LIGHTING.

There are, in all, ninety miles of streets in the city, besides thirteen miles of roads and twenty-seven miles of promenades through the park-lands, and there are also 170 miles of footpaths. The main streets are of a generous width, and those that are narrowest only seem to be narrow by comparison. Rundle and Hindley Streets, for example, which up to date have always been the busiest business thoroughfares, and in which congestion of traffic is more frequent than anywhere else, are broader than parts of George Street, the chief artery of Sydney; or Hay Street, the central business street of Perth. It cannot be said that to any extent they are shaded by avenues of trees, but that kind of embellishment has not been overlooked. Much street-planting was done years ago, and here and there its results are still visible. The Moreton Bay fig-tree (*Ficus macrophyllus*) was popular at one time, but has a bad habit of destroying the footpaths by its swelling roots. Moreover, while the branches of trees interfere with the telegraph and telephone wires, the roots endanger the drainage. Hence, avenues of trees are not generally admissible, except on the roads through the Park Lands. Being of an even width throughout, laid out in straight lines, and adjusted to the cardinal points of the compass, the streets are regular and symmetrical. Anthony Trollope rather whimsically complained that in a city where all the corners were right angles he was liable to get lost, but no one else was ever known to prefer a tortuous to a direct thoroughfare.

Considerable interest was shown by the early colonists in the naming of the streets, squares, etc., and after the inevitable discussion the task was committed to a representative committee. Probably this arrangement accounts for the circumstance that with the exception of the four terraces of Adelaide, which received geographical and descriptive designations, personal names were distributed everywhere. An example had been set by the request of the King that the capital should bear the name of his consort. It was natural to affix that of His Majesty to the principal thoroughfare, and that of the heir-apparent to the throne, to the central square. The four squares of Adelaide commem-

orate respectively the members of Parliament who piloted the Colonization Bill through the House of Commons, the first Governor, the first Resident Commissioner, and the first Surveyor-General, while in North Adelaide the good offices of the Iron Duke when the Bill was before the House of Lords were similarly recognized. This idea being followed up, the map of Adelaide became a kind of biographical index. It contained the names of explorers by sea and land, Colonization Commissioners, founders, early officials, and others who had identified themselves with the fortunes of the new province and contributed to its establishment. It can easily be understood that the number to be thus immortalized was large, and that all claims could not be met, even though two names were given to single thoroughfares, such as Brown and Morphet Streets, where one would have done better. The relation, therefore, of the nomenclature of Adelaide to the history of South Australia, and to the men who shaped its course, is one of permanent and peculiar interest.

The lighting of Adelaide is facilitated by the nature of its ground plan, which is free from curves and awkward angles. Gas was introduced into the city in 1863, but the cost was too heavy for it to be freely used in street-lighting. Prior to that year, and for some time afterwards, oil or kerosene lamps at irregular intervals did a little to dispel the darkness on moonless nights. A second company was formed, but though competition was keen, it did not bring the price low enough for extensive illumination, and eventually an amalgamation was effected. In June, 1867, a contract was entered into with the South Australian Gas Company to light such lamps as were fixed on the lines of their mains for eighteen months; but the citizens, at a poll in 1868, negatived a proposition for a gas rate of threepence in the pound, and the contract was not renewed. In 1871, however, the Corporation was empowered by a vote of the citizens to levy a gas rate of twopence in the pound, and the lamps were again lit. When electricity entered the field as an illuminant an era of competition began which has never entirely ceased. Arc lamps through the centre of King Wil-

liam Street, the line extending to the northern boundary of the city, and incandescent burners on the gas lamps that are still in use over a wide area, show the best that the rival agencies can do at present, and the general effect is so far fairly satisfactory.

Details of the elaborate system by which an excellent and ample water supply is secured, and of its concomitant, the drainage works and Sewage Farm, are given elsewhere in this volume. They are under the supervision and management of the Public Works Department of the State. The rating is based on the assessments, and the citizens of Adelaide may congratulate themselves on the advantages which they enjoy at a reasonable cost. The provision of water is abundant for domestic and manufacturing purposes, for street-watering when necessary, and for the irrigation of gardens. When the consumption in any case is in excess

of the quantity covered by the rates, the charge is 6d. per 1,000 gallons. The citizens owe not only the excellent sanitary condition of the city and its dwellings, but personal health and comfort in a high degree, and very largely the beauty of both public and private gardens, to the system which is in operation.

Adelaide, being the metropolis, is necessarily the chief business centre of the State, and the effect is visible in all



Photo by J. B. Siddall.

PIRIE STREET, ADELAIDE, LOOKING WEST.

directions. It is, of course, the seat of government, of the Legislature, and the general administration. The Parliament Houses, the police offices, and the Courts of Justice occupy prominent positions. Banking has its headquarters in the city, and has done its share towards architectural embellishment. Insurance companies are numerous, and the premises they occupy come, perhaps, next on the list. Exchanges, where brokers most do congregate, and "chambers," with suites of offices for lawyers, solicitors, and agents of every kind, are established by the score, and the character of the edifices is constantly improving. Wholesale warehouses are added to, enlarged, or rebuilt year after year with a ratio of progress that testifies alike to the solidity and the expansion of trade. Adelaide has never rivalled the capitals of the eastern States in the high-strung energy of its commercial enterprise, but

it has acquired an even better reputation for the steadiness and safety of its transactions in this respect. While the main arteries and centres of trade show flourishing conditions, there are residential quarters not yet invaded by business agencies, where stately mansions and charming villas are the rule.

CHURCH BUILDINGS.

Years ago Adelaide used to be called the City of Churches, and at that time its religious edifices were relatively more conspicuous than at present. A considerable alteration has taken place, for which the movement of population on the one hand and the development of business on the other may be regarded as responsible. When the larger churches were erected they stood out from their surroundings; their spires or finials were the most notable breaks in the sky-line. Gradually other buildings, equally massive and as lofty, grew up near them. Factory chimneys became more striking landmarks than steeples, and from these various causes ecclesiastical edifices lost some of their prominence. At the same time the more rapid growth of the suburban as compared with the urban population has had its influence. When the encircling townships were small and their population scattered, the city churches drew their congregations from all the region round about, but as they became larger the need for churches of their own was followed by the supply of the demand. The outward migration has already caused some churches to be closed already, and others may follow, while it has effectually prevented additions to their numbers being made. Accordingly, what might be regarded as standing still, if not retrogression, in the department of religious activity that is expressed in church-building, should be attributed to its right cause—altered conditions, and not failure in enterprise or zeal. A tourist, starting from, say, Walkerville, on the right bank of the Torrens, and proceeding through North Adelaide to Hindmarsh, *via* Thebarton, Goodwood, Unley, Parkside, Rose Park, round to Kent Town and Norwood, and so through St. Peters to the Torrens again, would never be out of sight of a spacious and handsome church, while he might sometimes have half-a-dozen in view at once. The provision for church-goers thus made is impressive, and fully explains the modern conditions.

Much the finest specimen of ecclesiastical architecture is the Anglican Cathedral, at the corner of Pennington Terrace, North Adelaide. The site it occupies is forty feet lower than King William Street at the Post Office, and hence its proportions and beautiful façade are not seen to the best advantage. Nevertheless, the visitor who approaches it from the south cannot fail to be impressed with its imposing appearance as seen through the foliage of the avenue and towering high above all neighbouring objects. Trinity Church,

on North Terrace, is a plain, solid structure, with square tower and clock—a reminiscence of the early history of the State, the first church that was built, and the pro-cathedral of the diocese when founded. St. Luke's, at Whitmore Square, and St. Paul's, in Pulteney Street, are spacious edifices. The style of architecture in each case is appropriate without being pretentious, and the internal fittings are well adapted for their purpose. The same remarks may apply to St. John's, which occupies an excellent position in Halifax Street, near East Terrace, and shows in its structure that the increasing requirements of its congregation have led to successive enlargements, which is always a healthy sign. The circle is complete by Christ Church, at North Adelaide, adjoining which is Bishop's Court, the residence of the Bishop of Adelaide; and besides those that have been enumerated there are schools, mission-halls, etc., in active use. The Roman Catholic Cathedral Church is St. Francis Xavier's, Victoria Square, which is still unfinished, and when completed will be architecturally worthy of the splendid central position it occupies. St. Patrick's, on West Terrace, is a large and fine building, and the Church of St. Lawrence, at North Adelaide, is beautiful, both in itself and in its situation. Besides these, there are in the city the Dominican Convent in Franklin Street, the Christian Brothers' College in Wakefield Street, the Dominican Priory in North Adelaide, and other less extensive institutions. The largest Methodist Church, often spoken of as the Cathedral Church of the denomination, is in Pirie Street, close to the Town Hall, unpretentious in architecture, but spacious in capacity. In Franklin Street, not far away, is Maughan Church, named in memory of its founder, the Rev. James Maughan. Further west there are churches in Morphett Street and near West Terrace, in Franklin Street. Draper Memorial Church, in Gilbert Street, is a neat and tasteful monument to the memory of the Rev. Daniel J. Draper, who was drowned in the tragic wreck of the "London." Halifax Street possesses a roomy church, which was the gift of Mr. M. H. Madge, at a cost of £1,000, and there are two large churches in North Adelaide, at Archer Street and Wellington Square respectively, besides a smaller one at Melbourne Street. Most of these churches have large lecture-halls or Sunday-school premises attached to them, such buildings, with class-rooms, being equal in area to the churches themselves. The Congregational Church in Flinders Street bears the name of the pioneer minister of that denomination, the Rev. T. Q. Stow, and is a fine building. The Hindmarsh Square Church, though plainer in style, is large and well situated, and the Brougham Place Church, with its elegant tower, adorns the commanding position it occupies. The Baptist Churches in Flinders Street and Tynte Street, North Adelaide, are large and well-appointed with large schoolrooms and suites of class-rooms.

The principal Presbyterian Churches are Chalmers Church and the Flinders Street Church, the former especially being a conspicuous landmark. There are many other ecclesiastical structures, including the large "Church of Christ" in Grote Street, "Christian" Church in Bentham Street, "Zion" Church in Pulteney Street, and "New Jerusalem" Church in Hanson Street, also a Mosque near South Terrace, and a "Joss House" close to Morphett Street and North Terrace. This enumeration is by no means exhaustive, but it may show that if Adelaide were still entitled a City of Churches it would have some right to the name.

Educational institutions appear to be increasing in number rather than otherwise. The first Model School under the present educational system was erected in Grote Street. Since then other school premises, each capable of holding in the neighbourhood of a thousand pupils, have been built in Sturt Street, Flinders Street, and Currie Street, and there is another large State School at Tynte Street, North Adelaide. The Training School and Advanced School for Girls are in Grote Street. There are numerous private and some denom-

hand, typewriting, bookkeeping, etc., have multiplied, while the group of buildings on North Terrace—the School of Mines, School of Design, Elder Conserva-

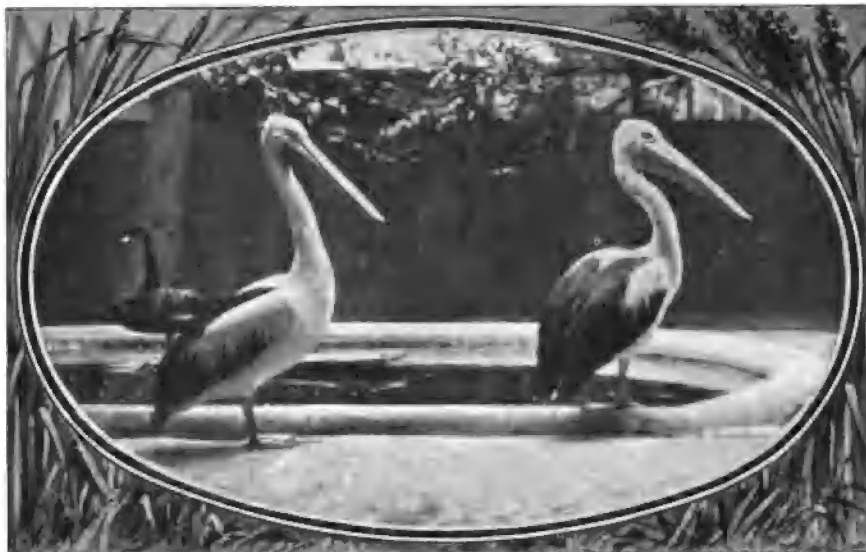


Photo by H. Kriehock.

PELICANS, ADELAIDE ZOO.

C. E. Stamp, Artist.

torium, and University—provide for advanced culture in various departments.

Religion, education, philanthropy, and social amelioration go hand-in-hand. There are many agencies in which more than one and some in which all four are represented. Adelaide focalizes the management and

largely sustains the operations of most of them by the continued liberality of its citizens. Many of the establishments in which the actual work is carried on are situated in the suburbs, but there are not a few within the city itself. The Salvation Army, for example, has its Citadel and "War Office" in Pirie Street, its Prison-gate Brigade and Industrial Home at Whitmore Square, and a "Refuge" in King William Street. The Young Men's Christian Association, which has a splendid pile of buildings at the corner of Gawler Place and Grenfell Street—said, when erected, to be fourth as to size and importance of its character in the world—caters in many ways for its special constituents; a large hall, a



Photo by H. Kriehock.

FLAMINGOES, ADELAIDE ZOO.

C. E. Stamp, Artist.

inational schools. Of late, institutions of a more or less special character, dealing with commercial subjects, and technical instruction in certain branches, such as short-

well-stocked library, a well-equipped gymnasium, convenient reading-rooms, and provision for classes in intellectual subjects and athletic clubs, are all found under

its roof. The Young Women's Christian Association is a smaller and feminine copy of the older institution, and "Our Boys' Institute," which has a large building, with swimming-bath and other accessories, is its offshoot. A Boys Field Club, Boys' Brigade, and Crèche for the babies of working women occur in the same connection. The City Mission, an undenominational organization, has for many years done exceedingly useful work at its premises in Light Square, helping the poor, rescuing outcasts, providing food for the hungry, and has paid special attention to the Chinese, who throng most closely in that quarter of the city.

Among the institutions which either have specific objects or uses for the welfare of particular classes, the Deaf and Dumb Church, with the Colton Hall as its annexe, in Wright Street, deserves special mention. There are few prettier buildings in the city, and not one more pathetically suggestive than this picturesque group—a memorial of kindly sympathy which provides for both worship and pleasant entertainments close to the roar of a busy street, which, however, does not interfere. The Royal Institution for the Blind is housed in premises that were formerly a Baptist Church at North Adelaide. Were this survey extended outside the city limits, the Maternity Home at Rose Park, "Minda," the Home for Weak-Minded Children at Fullarton, the St. Joseph's Refuge and the Home for Incurables in the same township, with many more, would come into sight. The Lunatic Asylum, the grounds of which are only across the road from the racecourse, is a town in itself, with upwards of a thousand inhabitants, country patients, and those who have them in charge. The main building of this establishment, with its groves of pine-trees, impresses every visitor. It is a Government institution, and is practically as near the centre as the Consumptive Home on North Terrace.

Like the Lunatic Asylum, the Adelaide Hospital, which by successive additions has grown into an extensive range of buildings, is an institution of the State. It derives a small proportion of its income from maintenance fees paid by patients or their representatives, and a somewhat larger amount from contributions, but is dependent principally on the annual Parliamentary vote. Second in importance, but not in its hold on public sympathy and interest, is the Children's Hospital at North Adelaide. With the exception of an annual grant from the Government, in return for which it receives and treats State children and children sent from the General Hospital and the Destitute Department, it is almost entirely dependent on public generosity, which has never failed. For beauty of situation and surroundings, suitability of appointments, and perfection of appearances it has confessedly no equal in Australasia, and is probably unsurpassed in the world.

It lends a distinct charm to the part of the city on which it stands. Besides these, there are several private hospitals in different parts of the city, the accommodation in which has had to be increased in order to meet the cases of patients who are brought from all parts of the State for the treatment that cannot be obtained elsewhere so satisfactorily, if at all. If Adelaide draws to itself the business of the State along various lines, it also attracts a large proportion of its sick by the facilities it affords for giving relief.

RECREATION.

People that are fairly prosperous and contented are generally keen on amusement, and dwellers in Adelaide are no exception to the rule. The principal building dedicated to this purpose is the Theatre Royal, in Hindley Street, which is excellently planned, and ranks as one of the prettiest theatres in Australia. It is the place selected by actors of eminence and the English companies which visit Australia, being usually occupied about nine months in the year. The Tivoli Theatre, in King William Street, has attained great popularity by its bright entertainments, and is fitted with due regard to the comfort of auditors at times when the temperature is liable to be oppressive. Besides these, there is a large number of halls designed for concerts and dramatic entertainments. The largest in area is that at the Jubilee Exhibition Building, but the finest concert-room is the Town Hall, which, with its ornate dress-circle and deep galleries, can seat about 2,000 people. It has a fine-toned organ, and the acoustics being nearly perfect. vocal and instrumental artists are heard to the best advantage. The City and State have a reputation for musical taste and culture which is not undeserved. The concerts at the Elder Conservatorium are of a high class, and visiting artists of ability are always sure of an appreciative reception.

For the social intercourse which club life promotes there is very fair provision. The principal clubs are the Adelaide Club, on North Terrace; the Commercial Travellers and Warehousemen's Club, which has a fine position nearer the railway station, the Naval and Military Club, the Stock Exchange Club, and the Church of England Club.

Outdoor recreations, which enter so largely into Australian life, are as popular in Adelaide as anywhere else, perhaps more than the average, the ample space close at hand affording exceptional facilities for their indulgence. The south-eastern section of the Park Lands is leased for a racecourse, and the revenue received as rent is devoted to the improvement of the parks. The grounds near the eastern boundary where the grandstand is erected have been tastefully laid out and skilfully cared for, so that "Victoria Park" is a brilliant horticultural display. No racecourse in Australia shows better or is equally convenient in situation

for city and suburban visitors. From every point of the city and eastern suburbs it is accessible by tram in a few minutes and for fewer pence. Next in importance and interest for a sports-loving community is the Adelaide Oval, where most of the great cricket and football matches have been held. It is situated on the right bank of the Torrens, between the river and Montefiore Hill, and its perfect cricket pitch is celebrated throughout the cricketing world. Another Oval, at the rear of the Exhibition Building, distinguished by the title "Jubilee," has witnessed many exciting athletic contests. It has a first-class bicycle track, and is in great request by tennis players, etc. The annual and occasional shows and exhibitions organized by different societies, agricultural, horticultural, public schools, charities, etc., may be regarded in some measure as recreative, and for them the Exhibition Building, with its annexes, and the old Exhibition Building on the other side of the Frome Road, provide ample space and suitable accommodation. The premises are connected by a line of rails with the Adelaide Railway Station, which greatly simplifies the transport of exhibits. Being an inland town, Adelaide is heavily handicapped as regards aquatics. Nevertheless the Torrens Lake has been of some service in fostering rowing, and is occasionally the scene of races and regattas on a small scale.

For the general development of athletic sports, however, and the enjoyment of those who take an active part in them, the park-lands constitute an unrivalled asset. The plain to the west of the Oval, on the same side of the river, lends itself to military exercises, manœuvres, etc., as if made to order, and the slopes of Montefiore Hill enable tens of thousands of spectators to enjoy the display when a review or sham fight takes place. There is no impropriety in thus connecting the volunteer forces with recreation, for some men are as keen on rifle-shooting as others are on golf, while the manual exercise and drill are as useful to others as a course of gymnastics. Soldiering may be exclusively a serious business to professionals, but citizen-soldiers contrive to get a good deal of enjoyment out of it. A review-ground, however, is only an occasional use to which a portion of the park-lands is put, and almost every part, except where the plantations are too dense, is laid under contribution for some description of sport. The appreciation in which the opportunity is held may be gathered from the statement recently published in the

"Official Guide": that no less than 212 clubs hold permits to play cricket, football, golf, polo, lacrosse, hockey, and lawn tennis on grounds specially reserved for the purpose. What this means to public health and physical well-being may be imagined, but cannot be described.

Detailed reference to the transport service of the city is reserved for another article. That service underwent successive developments until the inauguration of the tramway system, which, when completed, was the most efficient in Australia. The growing population of the city and suburbs, however, in due time rendered it both unsuitable and inadequate, while the better methods of cable tram in Melbourne, and electric traction in Sydney, Perth, Brisbane, and other cities, deepened the discontent. The travelling public loudly demanded improvements, but difficulties involved delay. At length the necessary Act of Parliament was passed, a Municipal Tramways Trust was formed, and a revolution is about to be effected which will place Adelaide in as satisfactory a position in this as in other respects.

From the time the Corporation was re-established the management of civic affairs was in the hands of clear-headed business men, who lost no opportunity of advancing the interests that were placed in their charge. The progress that has been achieved cannot be stated in figures, for even such important items as the annual revenue and the value of assessments cannot fairly be compared without elaborate alteration, inasmuch as their basis has been arbitrarily altered when circumstances required. Thus, in 1886 a reduction of 20 per cent. on the assessment was resolved upon, and the Mayor in his annual report pointed out that the loss, including that of the Government subsidy, would be £16,000 in two years. At present the value of ratable property in the city is estimated to be £469,250, which is nothing like its rental value, and the income from rates £40,753. The number of ratepayers on the roll is 13,047.

Pages might be filled with quotations from the admiring comments of visitors from various parts of the world, some of whom are most impressed with its bright cheerfulness, others with its cleanliness and beauty, or its solid business prosperity. The general verdict is that in appearance Adelaide is the garden city of Australia, in comfort it is unsurpassed, and that, in everything which makes life worth living, its citizens, as a whole, have a liberal share.

THEODORE BRUCE, Mayor of Adelaide, was born in Leeds, Yorkshire, in 1847, and is descended from a family which had been prominently connected with the City of Leeds. His father, the late William Bruce, was a large manufacturer there, while his grandfather, Mr. Edward Baines, was the founder of the *Leeds Mercury*.

Mr. Bruce came to Australia with his parents in 1852, and, shortly after his arrival, commenced his elementary education at Mr. J. L. Young's school, finishing his scholastic training at St. Peter's College. On the termination of his studies he became associated with station life; but the career of commerce proved to have more attrac-

tion, and he entered the service of the National Bank of Adelaide, where he acquired valuable experience. In 1878 he relinquished that position to start an auctioneering business, in partnership with Mr. George Aldridge, for many years Chairman of the Stock Exchange. This partnership was dissolved in 1889, and Mr. Bruce journeyed to

Broken Hill, where he erected a brewery, which he afterwards sold to the South Australian Brewing Company. He returned to Adelaide in 1889, and resumed the avocation of an auctioneer, opening offices in the Old Exchange, Pirie Street, also becoming



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MR. THEODORE BRUCE.

a member of the Stock Exchange of Adelaide. Although a very busy man, Mr. Bruce devotes considerable attention to public affairs. He became Mayor of the Unley Council in 1898, at the same time occupying the unique position of being a Councillor in the Adelaide Corporation, and was further honoured by being selected to fill the responsible position of Mayor of the Queen City of the South in 1904, being re-elected in 1905 and 1906. Mr. Bruce is a man of advanced principles, of genial bearing, and is greatly respected by all classes of the community. His private address is Wood Street, Hyde Park.

Alderman ISAAC ISAACS, of the Adelaide City Council, is a native of Melbourne, having been born in Swanston Street (opposite the Town Hall) on July 1, 1858, and is the second son of the late Mr. Woolf Isaacs, who arrived in Victoria in the early days of that State. Educated at Cook's School, Addington Road, Christchurch, New Zealand, the subject of this notice was apprenticed to the watchmaking and jewellery trade in Dunedin, but on the breaking out of the gold

rushes on the West Coast of the South Island he went to Kumara, where he remained for some years engaged in business pursuits. From there he went to Victoria, and nine years later came to Adelaide as Managing Trustee of the Estate of the late Mr. Ralph Raphael. While in New Zealand Mr. Isaacs was District President of the U.A.O.D. in 1889; was elected a member of the Victorian Board of Directors of the Grand Lodge of Druids two years later, and in 1894 was Grand President of the U.A.O.D. for Australasia. He is a member of the Masonic Fraternity, his mother Lodge being the St. Andrews, No. 19, S.A.C. In 1905 Mr. Isaacs was elected Chief President of the South Australian Branch of the Australian Natives' Association, and was re-elected in 1906. He is also a member of the Independent Order of Oddfellows, and connected with a number of athletic clubs in and around Adelaide. In 1902 Councillor Isaacs was returned to a seat in the City Council, representing Gawler Ward, and was re-elected unopposed in 1904. Three years later he was elected an Alderman of the Adelaide Corporation.

Alderman FRANK JOHNSON, of the City Council of Adelaide, was born in Hindley Street, in that city of whose municipality he has attained such distinction, in 1855. His father, the late Thomas Johnson, boot manufacturer, was a very old colonist, his arrival here dating back as far as the year 1853; and his son, the subject of this brief article, in his leaning towards public life but follows in the footsteps of the parent, for we find that the latter was the elect of the voters for West and East Adelaide respectively, for a term covering about four years. He was besides an early City Councillor, representing Gawler Ward. It was in 1891 that the son became the chosen one for the same ward in Adelaide's Council, and though four years subsequently he contested the seat for an Alderman, and met with defeat, his merits as a City Father were recognized by the ratepayers in 1896, when, after a year's respite from participation in municipal government, he was re-elected and became an Alderman, filling the distinguished office with perfect satisfaction to the present day. His scholastic education was gained at

Mr. J. L. Young's Educational Academy, in Stephens Place, Adelaide (now known as Gawler Place). On its completion he joined his father in business, and continued with him until 1884, when Mr. Johnson, sen., built the central business premises at 55, King William Street, Adelaide, where he opened up as an auctioneer. This enterprise has been successfully carried on ever since, under Mr. Johnson's personal supervision, and is regarded far and wide as one of the most prominent and reliable of its kind in the State. So well does its machinery and system work, that in 1902 its proprietor found time to take a rest, and devoted the time to take a trip to England, during which he observed many matters that were useful to his own business, as well as to that of the government of the important City of Adelaide. Mr. Johnson has been through all the chairs in the Masonic Order, his mother Lodge being the Leopold, No. 31, S.A.C. He is at present Past Junior Deacon of the Grand Lodge of South Australia. Among other positions he has occupied, is that of President of the South Australian Dental Board. In all literary matters Mr. Johnson takes a deep and active interest, and is an ardent admirer of the true drama;



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MR. FRANK JOHNSON.

in fact, he has been closely associated with all movements in Adelaide tending towards the uplifting and proper development of this art. Mr. Johnson is a bachelor.

ALDERMAN FREDERICK GEORGE DOWNS, J.P., of the City Council of Adelaide, was born at North Adelaide in 1851, and is the second son of the late Mr. George Downs, one of Adelaide's early pioneer citizens, who came to the colony in 1849, and founded the well-known firm of George Downs and Son, builders and undertakers. He was identified with the public life of Adelaide, holding the position of Councillor for fifteen years prior to his death, which occurred in 1892. The subject of this notice was educated at Whinham College, North Adelaide, and on completion of his studies entered into the office of his father, ultimately being taken into partnership, and is now the head of the firm, which he carries on under the original title. Twelve months after his father's death Mr. Downs was asked to contest a seat for Robe Ward in the City Council, and consenting was duly returned. After seven years' service in that capacity he was elected to the coveted position of Alderman of the City Corporation, and has held that position ever since. Mr. Downs has been asked on several occasions to contest the seat for North Adelaide, in the House of Assembly, but has been unable to see his way to consent, owing to the great demands made on his time, both in business and public



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MR. FREDERICK GEORGE DOWNS.

affairs. He is an Oddfellow, For-ester, Druid, Rechabite, and Free-mason. As an Oddfellow, Mr. Downs has been through all the chairs of the Albert Lodge, M.U.,

Deputy-Grand and Grand Master of the Grand United Order of Oddfellows, and has occupied the office of Chief Ranger in Court Huntsman's Pride, A.O.O.F., Prince Albert, G.U.O.O.F. As a member of the Masonic fraternity, he is connected with the Truth Lodge, No. 8, S.A.C., and is also a Mark Mason. With Church matters Mr. Downs has been closely identified for many years. He is a member of the congregation of Christ Church (Angli-can), North Adelaide, having been officially connected with it for over thirty years. In 1897 the congregation presented him with a handsome piece of plate as a memento of thirty-two years of faithful service. Alderman Downs was married in 1887 to Edith, daughter of the late Mr. William Allen, miller, of Angas-ton, South Australia, and has a family of one son and one daughter.

Alderman JOHN RICHARD BAKER, B.A., LL.B., of the City of Adelaide, and member of the well-known legal firm of Baker and Barlow, was born at Adelaide on October 5, 1866. He is a son of Sir Richard Chaffey Baker, K.C.M.G., first President of the Senate of Australia, whose footsteps he is following in some respects at least, especially in his choice of a profes-sion, and in his comparatively early entrance into active public life. Mr. Baker received his early education at Whinham College, North Ade-laide, and afterwards was transfer-red to Eton, where his father had preceded him. Still following the parental example he proceeded to Cambridge University, and was en-tered at Trinity Hall. In due time he took the degrees of B.A. and LL.B., and, having decided to enter the legal profession, was called to the Bar at the Inner Temple in 1887. The next year he returned to South Australia, and became associated with the firm that his father may be said to have founded, and has retained his connection with it ever since. Mr. Baker was elected as a Councillor of the City Corporation by the ratepayers of Robe Ward on December 1, 1898. While taking his share of work and responsibility in the management of civic affairs generally, he has especially in-terested himself with those which re-late to the health of the community, and was mainly instrumental in re-organizing the Public Health De-

partment of the municipality. His activity in this branch of service has led to his being appointed to the position of Chairman of the Local Board of Health for several years in succession. His observations on the subject induced him to take a prominent part in the movement for



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MR. JOHN RICHARD BAKER.

the establishment of public abatoirs for the City of Adelaide, a re-form which he was among the earliest to advocate, and he has the honour of being one of the first two non-medical gentlemen to be elected hon. members of and to read a paper before the British Medical Association, the other being Mr. T. G. Ellery, the Town Clerk. Mr. Baker is an ardent supporter of lawn tennis and golf, and has won the champion singles (in both sports) of South Australia. He is a member of the Adelaide Club. In 1905 he married Ada C., the eldest daughter of Mr. Frank Rymill, of Adelaide.

Councillor A L F R E D J. ROBERTS, representing the Hind-marsh Ward in the Adelaide City Council, was born at Norwood, in 1863, and is the youngest son of the late W. H. Roberts, formerly of Adelaide, and for many years a partner in the widely-known firm of Messrs. Giles & Smith, millers. For the last twenty years of his life the old gentleman resided in Mel-bourne, during which time he was an active member of the very well-known firm of Messrs. Morris, Rob-erts, & Deakin, iron merchants, in

Flinders Lane, Melbourne. The Norwood Grammar School was the cradle of Councillor Roberts' education, which was finished at Wesley College, in Victoria. His commercial training commenced with his entry into the well-known firm of Messrs. G. Wood, Son, & Co., wholesale grocers and merchants, Adelaide, and he afterwards had two years' banking experience in the Bank of Adelaide, subsequently gaining a position of trust in the office of Mr. W. L. Ware, the well-known accountant. He started on his own account as an accountant and mining secretary, in 1887, and two years later became a member of the Adelaide Stock Exchange. He afterwards entered into partnership with the firm of Davenport and Smith, and this combination retained the confidence of its numerous clients for many years. In 1907 the firm's name was altered, and the business is now carried on under the title of Alfred J. Roberts and Co., sharebrokers and accountants, in Grenfell Street, Adelaide. Mr. Roberts has been a member of the Adelaide Stock Exchange for eighteen years, and, after occupying the position of Vice-President, was elected President, in March, 1906, a distinguished and important post, which he held for a year. The prettily-located seaside town



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MR. ALFRED J. ROBERTS.

of Glenelg appears to absorb a great amount of the time which Mr. Roberts devotes to public affairs, which town, by the way, was honoured by a visit from

the Duke and Duchess of York (now Prince and Princess of Wales) when they were in Australia in 1901. That honour was due to the fact that the place has some historic interest, it being the spot where South Australia was declared a British province in 1836, under what is now known as the "Old Gum-tree," which still remains as a mark of that important year. The Mayor of Glenelg at the time of the Royal visit was Councillor Roberts, and as Chief Magistrate he worthily upheld the dignity of the town, giving the greatest satisfaction to the ratepayers, who at the time were naturally anxious that the visit of the King's children should be worthily recognized. Mr. Roberts was elected to represent Hindmarsh Ward in the Adelaide City Council in 1904 without opposition, and at the end of the term was re-elected unopposed for two years. Keenly interested in all genuine and healthy athletic sports and pastimes, Mr. Roberts, perhaps, gives most favour to the invigorating game of lawn tennis. Naturally in Glenelg he is associated with several public and semi-public bodies, and is Treasurer of the Congregational Church there. He was married in Victoria in 1889 to Isabel Joyce, second daughter of Dr. J. F. Joyce, of Fitzroy, but now a resident of Inverloch, Victoria, and has a family of four sons.

Councillor FRANK BEAUMONT MOULDEN, representing Hindmarsh Ward in the Adelaide City Council, is a native of this State, having been born at Norwood on June 25, 1876. He is the second son of the Hon. Beaumont Arnold Moulden, who represents the Central District in the Legislative Council, reference to whom will be found in another section of this work. After the completion of his scholastic training at St. Peter's College, Mr. Frank Moulden was articled to the legal profession with his father, and on the expiration of his indentures commenced to practise as a solicitor, subsequently becoming a member of the firm of Moulden & Sons, Eagle Chambers, Pirie Street, Adelaide. In 1903 he became a candidate for municipal honours, and was elected to a seat in the Adelaide City Council as representative for Hindmarsh Ward, and received the honour of re-election without opposition in 1904 and again two years

later. He is Chairman of the Parliamentary and By-Laws Committee. Mr. Moulden exhibits a keen interest in most forms of athletic sport, and is President of the British Football Association of South Australia. Literary Societies also take up a portion of his leisure time, and after at-



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MR. FRANK BEAUMONT MOULDEN.

taining to a foremost position as a debater in St. Andrew's Literary Society he became a member of Union Parliament. Mr. Moulden resides at College Park.

Councillor JOHN LAVINGTON BONYTHON is the eldest son of Sir J. Langdon Bonython, proprietor of *The Advertiser* and associated newspapers and ex-member of the Federal Parliament, who is referred to elsewhere in these pages. He was born in Adelaide in 1876, and has spent almost the whole of his life within hearing of the Post Office clock. His interests and associations have been bound up with *The Advertiser* from the commencement, for while he was still in his infancy his father became part owner of it, and Sir Langdon had become sole proprietor before his first-born was out of his teens. Mr. Bonython was educated at Prince Alfred College, and his academic training was supplemented by a tour round the world. On returning to his native country he took what was obviously the natural course by becoming a member of *The Advertiser* staff, and he has been closely asso-

ciated with his father in the management of that paper, *The Chronicle*, and *The Express*, ever since, giving proof of judgment, capacity, and literary ability. In 1904 Mr. Bonython was married to Ada, daughter of the late Sir John Cox Bray, who was one of South



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MR. JOHN LAVINGTON BONYTHON.

Australia's most noted native-born politicians, having held portfolios in six Cabinets, been Premier for three years, and finally Agent-General in England. Prior to this—in 1901—Mr. Bonython had made his entry into public life by securing a seat in the City Council as Councillor for Gawler Ward, and he enjoys the distinction of being one of the youngest citizens ever elected to that or a similar position. He is a member of the Fire Brigade Board, as representative of the City Council, and is also a member of the Adelaide School Board, of which his father was for many years the Chairman.

Councillor CHARLES RICHMOND GLOVER, representing Young Ward in the Adelaide City Council, was born at Richmond, Surrey, England, on May 3, 1870. He was educated at Prince Alfred College, Adelaide, and upon the completion of his studies was articulated to the profession of a pharmaceutical chemist with Messrs. Faulding and Co., subsequently becoming associated with the stock and share market of Adelaide. He is a prominent member of the Masonic frater-

nity, being a Past Master of the Lodge of Harmony, No. 3, S.A.C. (his mother lodge), and a Past Senior Grand Warden of the Grand Lodge of South Australia; Past First Principle of the Royal Arch Chapter; Past Master of the Adelaide Mark Lodge; Junior Grand Warden of the Grand Mark Lodge of South Australia; Past Preceptor of the Knights Templars; and a member of the Rose Croix.

Councillor JOHN ENTWISTLE, one of the representatives for Young Ward in the Adelaide City Council, was born at Belfast, Ireland, in the year 1863, and educated in his native town. After serving an apprenticeship with the Belfast Steamship Company, he arrived in Melbourne in 1884, and joined the Colonial Mutual Fire Insurance Company, at the head office, in 1896 being promoted to his present position of Secretary to the Adelaide branch of the Company. In November, 1906, Mr. Entwistle was appointed a Justice of the Peace, and in December of the same year received election to the Adelaide City Council. He has been a member of the Grand Lodge of Freemasons, Adelaide, in which he occupied the post of Assistant-Director of Ceremonies. He is a member of the M.U.O.O.F., and is a life member of the Adelaide Bowling Club, of which he was Secretary for some time.

Councillor WILLIAM B. WILKINSON, representing Robe Ward in the Adelaide City Council, was born and educated in England. He came to South Australia on the recommendation of his medical advisers when twenty-one years of age. On arrival he joined the service of the National Bank of Australasia, and later entered into a financial career in Adelaide. In 1882 he temporarily retired from business, and spent two years in Europe and in travelling round the world. Returning to Adelaide, he again entered the arena of finance, and continued until 1896, when he proceeded to England, where he remained for six years. During that period he was actively engaged in London in connection with mining and financial undertakings. In 1902 Mr. Wilkinson again became a citizen of Adelaide. He is an active member of the Royal Geographical Society, of which he is Vice-President. He is

Chairman of St. John Ambulance Association, a Vice-President of the Australasian National League, Hon. Treasurer of the Queen's Home, and a Councillor of the City of Adelaide, representing Robe Ward, in which he resides. In 1886 Mr. Wilkinson married a daughter of the late Mr. W. J. Peterswald, Commissioner of Police of South Australia.

Councillor EVAN COTTIER CLUCAS, J.P., of the firm of Clucas & Wild, stock and share-brokers, Adelaide, is a Manxman, having been born in the centre of a mining district in the Isle of Man, in January, 1858. Up to fourteen years of age he attended local public schools, and afterwards he had eighteen months of private tuition in England. When the first Isle of Man railway opened in 1873 he obtained a junior clerical position on the traffic staff, and thence graduated through the various branches of the Traffic Department. When the Manx Northern Railway Company was formed a few years later Mr. Clucas accepted the position of Chief Clerk in the Secretary's office, thus adding a knowledge of the routine of office work at headquarters to the experience he had already obtained in the Isle of Man Company's service. Subse-



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MR. EVAN COTTIER CLUCAS.

quently he was appointed Station-master, which position he held until December, 1881, when he decided to tempt the "fickle goddess" in South Australia, whither two married sis-

ters had preceded him. He arrived in Adelaide in February, 1882, and two months later was in the service of the South Australian State railways on the clerical staff. In this service his experience of railway work in its diverse ramifications in the old country stood him in good stead. In 1883 he was promoted to the office of the General Traffic Manager (Mr. A. G. Pendleton, C.M.G., the present Commissioner of Railways), where he remained until a few months after the South Australian railways were placed under the control of a Board of three Commissioners, and in October, 1887, Mr. Clucas was selected for the principal post in the Board's office, with the title of Chief Clerk, it having been decided that a secretaryship should not be attached to the Board. Being anxious to obtain outdoor life, and having expressed a desire to that effect, he was appointed a District Traffic Superintendent in May, 1893, and placed in charge of the Southern District, which embraced 255 miles of broad-gauge lines south of Adelaide. He continued in this charge until October, 1902, when the Southern District was merged into the Midland and South-Eastern Districts. Mr. Clucas was then granted eight months' leave of absence on full pay, at the end of which period he retired from the service. In October, 1905, he became a member of the Adelaide Stock Exchange, and of the City Corporation in December of the same year, having been elected Councillor for MacDonnell Ward. Mr. Clucas, as a member of the Adelaide Rowing Club, was well known in rowing circles. In this sport he took an active interest for fifteen years, and had the honour of stroking the winning crew of the first eight-oared race ever rowed in South Australia, in November, 1886, besides taking part in champion fours and eights. He also finds recreation on the Bowling Green, and, as a member of the Adelaide Bowling Club, won the singles championship, 1904-5. Mr. Clucas joined the South Australian military forces in 1888, and went on to the Unattached List in 1893, with the rank of Captain. He is a member of the Masonic fraternity, and belongs to the Lodge of Friendship, No. 1, S.A. Constitution. He has been a Justice of the Peace since 1895, and a member of the Adelaide School Board since 1897.

Councillor **EDWARD FRINS-DORF**, representing MacDonnell Ward in the Adelaide City Council, is a native of this State, having been born at Prospect, near Adelaide, in the year 1858. He was educated at the public school conducted by Mr. F. F. Unwin, Walkerville, and on the conclusion of his studies went in for farming pursuits. After devoting a few years to this industry he relinquished it, and entered upon commercial life as a land and estate agent, and has been associated with this business ever since. Mr. Frinsdorf has always taken a deep interest in municipal and civic matters, and has devoted considerable time to the affairs of his fellow-citizens. For five years he was identified with the Glenelg Council, four of which he was in occupation of the finance chair, but although pressed on several occasions to stand for Mayoral honours, he declined to become a candidate. In 1904 the ratepayers of MacDonnell Ward elected him to a seat in the Adelaide City Council, since when he has taken a great interest in the beautifying of the parks surrounding the city.

TORRINGTON GEORGE ELLERY, Town Clerk of the City of Adelaide, was born at Mount Gambier on June 23, 1872, and received his education partly at the Norwood Grammar School, after which he entered Whinham College, North Adelaide. He joined the municipal service during the lifetime of the late Mr. Thomas Worsnop, who held the office of Town Clerk for the long period of nearly twenty-nine years. Mr. Worsnop was in many respects a pattern officer. At the time of his decease he was described as "a stern disciplinarian, as the efficiency of every officer in the Corporation service testified. His work was his hobby; ever watchful, a veritable encyclopedia on municipal law and customs, jealous to a fault of the citizens' privileges. . . . The City of Adelaide — the model city — was his pride, and delightfully he wrote of it, and diligently he worked to further its advancement." Close association with such a civic servant was an excellent preparation for Mr. Ellery. In the re-arrangement of offices, which took place a few months after Mr. Worsnop's death in January, 1898, he was appointed Chief Clerk, and was promoted to

the more responsible office of Town Clerk in the following year. As the executive head of the official staff of the Adelaide Corporation, charged with multifarious duties, on the due performance of which the health, comfort, and well-being of the citizens so largely depend, Mr. Ellery has acquitted himself with zeal, ability, and success. He has made municipal affairs and local government his special study, having lectured in Adelaide and suburbs, and written upon them in both English and American periodicals, besides contributing to the Australian Press, and has published several brochures on civic problems. On the subjects of hygiene and city sanitation he is an acknowledged authority, and in the several positions he holds he is able to wield much influ-



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Mt. Gambier.

MR. TORRINGTON GEORGE ELLERY.

ence. Among these are the Institute of Hygiene, of which he is a Vice-President; the Adelaide Board of Health; and the Municipal Association of South Australia, of both of which he is Secretary. He is the Secretary of the Managing Board controlling the metropolitan milk supply. He is also Corresponding Secretary of the South Australian Branch of the Royal Humane Society, and a member of the London Royal Sanitary Institute, (also an Examiner in Sanitary Law with Mr. J. R. Baker, LL.B., on the local Board, which is affiliated with London,) and is a member of the English Municipal Officers' Association. Mr. Ellery was offered the position of Town Clerk of Sydney in 1901, but declined its acceptance.

THOMAS BORTHWICK, M.D., C.M. (Edin.), Medical Officer of Health, City of Adelaide, Fellow of the Royal Institute of Public Health, England, and Fellow of the Society of Medical Officers of Health, London, was born in Scotland in 1860. He was educated at the University of Edinburgh, where he took his M.B., C.M., in 1881, and M.D. in 1891, for a thesis dealing with the demography of South Australia, which the Faculty deemed worthy of competing for a gold medal. He came to South Australia in 1883, and acted as health officer for the towns of Kensington and Norwood, St. Peters, and the District of Burnside for several years. Subsequently he was Health Officer for the East Torrens County Board of Health, and in 1900 was appointed Medical Officer of Health for the City of Adelaide. He is examiner in hygiene and lecturer on bacteriology in the University of Adelaide, and Chairman of the Board of Examiners for the local branch of the Royal Sanitary Institute. He inaugurated the bacteriological department in the Adelaide



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DR. THOMAS BORTHWICK.

Children's Hospital, and is now Hon. Bacteriologist to the Adelaide Hospital.

RICHARD EDWARD KIPPIST, City Treasurer and Valuator, was born at Adelaide on September 5, 1851. Educated at Niehuus & Leschen's and C. S. Moore's schools in that city, he made his start in life as a junior clerk in the Imperial Per-

manent Land, Building, and Investment Society. In 1870 he obtained a clerkship in the City Corporation, and subsequently received the appointment of Overseer of Works under the then City Surveyor, Mr. J. L. Hyndman. Upon his resignation in 1875 the contractors and builders of the city who were brought into touch with the Corporation presented him with a gold watch and chain, suitably inscribed, and from his fellow-officials and the Mayor (the late Mr. Caleb Peacock) he received a beautifully-bound set of "Chambers's Encyclopædia." During the next six years Mr. Kippist occupied the post of accountant in the firm of H. L. Vosz, which was relinquished in order to commence business on his own account as an estate agent, accountant, and valuator. For fifteen years in succession the subject of our illustration was one of the auditors for the Kensington and Norwood Corporation, and he acted for fourteen years in a similar capacity for the Imperial Permanent Land, Building, and Investment Society, as well as for various companies. Mr. Kippist's abundant energies have at all times been most fully employed, and have found vent in various channels, notably as Secretary of the South Australian Poultry and Dog Society, Secretary of the Norwood Football Club, and Secretary of the Norwood Volunteer Fire Brigade. He is an old campaigner in Parliamentary elections, and has successfully piloted candidates for political honours on many memorable occasions. He points with pride to Sir Edwin Smith's last victory for the House of Assembly, which was mainly due to his skilful generalship, and without the aid of any committee. Mr. Kippist is a Trustee of the G.U.O.O.F., and held the Secretaryship of the Apollo and Hercules Lodge for twenty-five years. In 1893 he re-entered the service of the City Corporation, being chosen from a large number of applicants to succeed to the late Mr. G. W. Cole as City Valuator. As a valuator he is highly esteemed by the City Council, and his valuations are looked upon by business men as accurate and impartial. His long experience of financial work especially fits him for the position he now holds, and the appointment has proved to be in all respects an eminently satisfactory one. On May 31, 1898, Mr. Kippist was appointed to the dual position of City

Treasurer and Valuator. When he was appointed City Treasurer in 1893 the total assessment of the City of Adelaide was £392,970. In 1906 it reached £469,250. On November 23, 1906, *The Register* contained the following eulogistic paragraph concerning the collection of the city rates:—"A Unique Record.—The Mayor of Adelaide directs attention to the fact that the whole of the city



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MR. RICHARD EDWARD KIPPIST.

rates (over £40,750) have been collected for the current year. This is the eighth time in succession that this has been accomplished, and the record is unique so far as the capital cities of the Commonwealth are concerned. The Mayor considers that it reflects great credit on the city officials, who are responsible for the work of rate collection." Mr. Kippist has also held the appointment of Valuator for the Waterworks and Sewerage Department since 1893. He resides at "Crawford Villa," Sydenham Road, Norwood.

JAMES VICARS, M.E., A.M.I.C.E., Engineer and Building Surveyor to the City of Adelaide, was born at Rockhampton, Queensland, on February 17, 1865, being the third son of the late Mr. John Vicars, who founded the famous woollen mills at Marrickville, New South Wales, which are now owned by Mr. Vicars's brothers. Educated at the Sydney Grammar School Mr. Vicars graduated at the Sydney University in civil engi-

neering (including architecture and surveying) in 1888; and in 1892 he obtained his degree and gold medal as master of engineering (including civil engineering, architecture, and building construction). He is an associate of the Institute of Civil Engineers, London, and of the



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MR. JAMES VICARS.

Royal Society, New South Wales. He served as assistant to Professor Warren during his investigation into the safety and stability of the railway bridges and viaducts between Sydney and Blacktown, New South Wales, having had charge of the field work in connection with same. Subsequently he was appointed to a position in the Roads, Bridges, and Sewers Department in New South Wales, which he held until his present office was conferred on him in 1895. During his connection with the New South Wales Government he designed for Cowra the largest composite bridge in the southern hemisphere. He also designed a large number of iron, steel, and timber bridges and viaducts, as well as steam and hand ferries for the inland rivers of the mother State. He likewise designed a considerable amount of road work, including wood blocks, macadam, and asphalt. While he was in the service of the New South Wales Government, the public works executed to his designs totalled over half a million of money. Mr. Vicars visited the eastern States and reported on electric-lighting, tramways, and abattoirs, and other important works, for the Adelaide City Council. He has prepared for Adelaide the designs

for abattoirs and refuse destructors, which are in abeyance, pending the passing of a Bill through Parliament. He prepared plans for the re-modelling of the cattle and sheep markets, which have, so far, been partially erected; and he initiated the manufacture of cement concrete flagging, which is now used in lieu of slate, with marked economy. Mr. Vicars has also prepared the designs for a new City Market, the first section of which has been completed. The dredging scheme, submitted by him for the removal of mud from the Torrens Lake, and for the deepening and improvement of same, has been authorized, and is in course of being carried out in its entirety. Papers on road-making, refuse destructors, city improvements, etc., have been written by him for various public bodies. He has the largest private engineering library of standard works in Australia, it having been duplicated by the Public Works Department of New South Wales. Mr. Vicars was Vice-President of the Engineering Section of the Australasian Association for the Advancement of Science, which met at Adelaide in January, 1907. He has been a member of the Masonic fraternity for over twenty years. He is the President of the Adelaide Corporation Sick and Accident Society, in which he takes the keenest interest; is on the committee of the Glenelg Cricket Association, and takes a very active interest in connection with the local Bowling Club, being one of its representatives in the senior pennant contests. On October 3, 1895, he married the eldest daughter of Mr. William Kither, of Adelaide, and has two sons and two daughters. His residence is at Glenelg.

WILLIAM SHAKESPEARE, City Inspector to the Adelaide Corporation, was born at Birmingham, England, in 1843, and arrived in South Australia with his parents in October, 1849, when six years of age. His father, the late Mr. Joseph Shakespeare, was the first engineer to drive a locomotive in South Australia. Mr. William Shakespeare was educated at the Christ Church School, North Adelaide, under the late Mr. Bath (afterwards Secretary to the Minister of Education). Some years later he attended the classes of the Union College. Going straight from school into the engineering

department of the South Australian Railways, he served his apprenticeship, being the first apprentice, in the Locomotive Department of the South Australian Railways, and remained in this branch of the public service for seventeen years. In 1872 he entered the employ of the Adelaide City Council as Inspector of Weights and Measures and Inspector of Vehicles, being also Licensing Officer. These various offices were afterwards merged into one, and Mr. Shakespeare was promoted to the post of City Inspector, a position he has filled ever since. He was gazetted a Justice of the Peace in September, 1897. Mr. Shakespeare has been a licensed lay reader of the Church of England for upwards of thirty years and a member of the Synod for a quarter of a century. For ten years he was General Secretary of the South Australian Sunday-school Union, and Vice-President on three subsequent occasions. He was one of the founders of the Trinity Literary Society in 1860 (one of the earliest societies of its kind in the State), and for many years was one of the Vice-Presidents. He was also a member of the old Adelaide Garrick Club, in which he held the position of President for a time, and assisted in giving performances for charities. He is a trustee of the Ancient Order of Oddfellows and a Director of the First Starr-Bowkett



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MR. WILLIAM SHAKESPEARE.

Society in Adelaide. On December 22, 1864, Mr. Shakespeare married Julia Ann, daughter of the late Mr. John Martin, an early pioneer, who arrived in the colony in 1839, and

has one daughter and four sons. Of the latter, Mr. W. M. Shakespeare is well known as a past President of

the Commercial Travellers' Association, and Mr. Alfred E. Shakespeare follows the profession of an elocu-

tionist in Adelaide. Mr. Shakespeare resides at Oxford Terrace, Unley.

Sir EDWIN THOMAS SMITH, K.C.M.G. Adelaide owes much to its system of municipal government, but still more to the long series of capable and energetic men by whom that system has been administered. In the front rank of these Sir Edwin Smith occupies a place. Though actively engaged in city life, he has made his home in the large and populous district of Kensington and Norwood. Of that Corporation he was almost continuously Mayor for six years, having been elected five times during the period, the reason for the break between his third and fourth appointments being his absence on a visit to England. The town is one of the most attractive and pleasing of the residential suburbs by which the South Australian metropolis is girdled. It is well supplied with all the modern appliances conducive to health and comfort, and in addition to them the spacious Town Hall and lofty clock tower with its clock (his own gift) are monumental evidence of the civic spirit and generous public spirit of E. T. Smith, fivefold Mayor. Numerous bridges were built, and gas and water-mains were first laid down during those years. The experience gained in this sphere of activity was a useful preparation for the still more responsible position of Chief Magistrate of Adelaide, which came afterwards. Sir Edwin was chosen for that position three years in succession, and fulfilled its duties so efficiently that when the jubilee of the State arrived, with the onerous tasks imposed by the project of an Exhibition, he was again elected, and re-elected in the following year; so that he served as Mayor of the City also for five years. Sir Edwin was born at Walsall, Staffordshire, England, on April 6, 1830. He was educated at Queen Mary's Grammar School, and emigrated to South Australia when twenty-two years of age, arriving by the ship "California" in 1853. He entered the brewery business shortly afterwards, and by dint of combined industry, energy, and skill found himself in due time at the head of a large and flourishing concern. In 1888 he was able to retire from active business management, while still in

full possession of his physical and mental activity, and devote himself to the public life in which he was so deeply interested. At the Parliamentary elections of 1871 Sir Edwin had been elected as a member of the House of Assembly for East Torrens, and, excepting the year of his absence in England in 1877, he represented the same constituency for twenty-one years. He repeatedly declined to take office, but, yielding to pressure, joined the Bray Ministry for a few months in 1884. After another trip to England in 1893 he served the Southern District in the Legislative Council for a term of eight years, retiring from Parliamentary life in 1902,



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SIR EDWIN THOMAS SMITH.

when he visited England as representative of the State at King Edward's Coronation. For more than half a century Sir Edwin has been closely identified with nearly all public movements of a national or civic character, and in many of them he took a leading part. He was largely instrumental in opening Victoria Square, which rendered the central street of Adelaide one of the finest thoroughfares in the Southern Hemisphere. The whole of the City squares were enclosed with iron railings, and the beautiful statue of Queen Victoria, erected in the centre of Victoria Square, was Sir Edwin's gift to the citizens. The

Torrens Lake, the Rotunda Lawn, and the Victoria Drive owe their existence in part to his persevering energy. The tramway service, which was such an immense boon when established, and, though obsolete now, was superior then to the transit arrangements of any Australian city, may be ascribed in great measure to his initiation. The selection of the site for the Sewage Farm, with the complete drainage of the City, was carried out during his Mayoral years. To enumerate everything in which Sir Edwin has well served the public would be to recite a catalogue of public works, but special mention must be made of the Jubilee Exhibition. When the proposal was on the eve of abandonment by the Government, which hesitated to incur the financial responsibility, Sir Edwin took it up, obtained the sympathetic co-operation of others, who became guarantors, and carried the scheme through triumphantly, securing for South Australia the best advertisement it has ever had. In this connection it should be recorded that Sir Edwin has acted as Commissioner for South Australia at a number of interstate and international exhibitions in both hemispheres, including those at Philadelphia, Paris, London, Sydney, and Melbourne. Besides his Legislative and municipal work, Sir Edwin has helped to promote the health and the enjoyment of the community by promoting public recreations. He has strongly supported and encouraged athletics of all kinds, being a specially enthusiastic admirer and liberal patron of the noble game of cricket; and it is said he has held office in nearly a hundred clubs and similar associations at the same time. In the Oval and recreation-grounds he has always been interested, and of the National Park Commission he was Chairman from the first. A list of the organizations with which he has had close and active connection would be lengthy and highly diversified. It would include the Hunt Club, and numerous Cricket, Rowing, Bowling, Tennis, Swimming, Rifle, Cycling, and Chess Associations. The Zoological Gardens, Botanic Gardens, National Park, South Australian Horticult-

tural and Floricultural Society, and various recreation-grounds would form another division. The Australian Mutual Provident Society, the Savings Bank, the Commercial Travellers and Warehousemen's Association of South Australia, the United Commercial Travellers' Association of Australasia, and the Old Colonists' Association would belong to yet another group. Philanthropy would be represented by the Adelaide Hospital, the Blind and Deaf and Dumb Institution, the Elder Workmen's Homes, the Benevolent and Strangers' Friend Society, the Queen's Home, Boys' Brigade, and many others. Such a record justifies the popularity of Sir Edwin and the bestowal of knighthood upon him in 1888. The esteem in which he is held has found expression in many ways. When he returned from England after his last visit the League of Whelmen, of which he was patron, paid him the compliment of an illuminated bicycle procession, and his beautiful home at the "Acacias," Marryatville, has been the scene of many similarly interesting and not less picturesque gatherings. Sir Edwin married Florence, a daughter of the late Dr. Robert Stock, of Clifton, England, in 1857. She died in 1862. In 1869 he married Elizabeth, a daughter of the late Mr. Edward Spicer, of Adelaide. He has two children living. Mr. Talbot Smith, M.A., LL.B., is his son, and his daughter, Florence Ida, is the wife of Lieutenant-Colonel Dean.

MATTHEW HENRY MADGE, J.P., of "Netley," South Terrace, Adelaide, was born in Southampton, England, in the year 1839, and received his education in his native town. He arrived in South Australia in 1854 with his parents, who settled in Adelaide, and young Madge almost immediately obtained employment. By his industry and energy he soon won the approval and confidence of his employer, and steady promotion followed, until in 1860 he had gained sufficient experience to launch out on his own account, and he opened a bakery and confectionery business in Grote Street, Adelaide. His prompt commercial methods, resourcefulness, and probity soon commanded success, and won for him the respect of the leading business men of the city. In 1870 he was elected a member of the

Adelaide City Council, and during the same year erected the first of the many handsome business premises which now form so conspicuous a feature of the central position in Gouger Street, and carried on his business from that period in the new locality. In March, 1878, Mr. Madge resigned his position in the City Council, having decided, together with Mrs. Madge, to take a holiday trip to their native land, and upon the morning of his departure was waited upon by a deputation of citizens and presented with a gold watch, suitably inscribed, in recognition of his public services. He was also tendered a farewell social at the Draper Memorial Church, and was the recipient of a handsome illuminated address upon that occasion.



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Adelaide.

MR. MATTHEW HENRY MADGE.

Mr. Madge received a cordial welcome from many friends upon his return in 1879, and was persuaded to resume a number of public offices formerly held by him, being again returned to civic duties. In response to numerous and urgent requests he published in pamphlet form notes of his holiday trip, the proceeds of which, realizing over £200, were devoted to the erection of the Draper Memorial Lecture-hall. In 1881 he retired from active commercial life, being succeeded in the business by his eldest son, Mr. E. A. H. Madge. Mr. Madge in earlier life interested himself in military matters, joining, in 1866, the Volunteer Cavalry, and took part in the reception of the late Duke of Edinburgh. He was also present in

uniform at the laying of the foundation-stone of the Adelaide General Post Office, and at that of Prince Alfred College, being also a member of the College Committee. Since his retirement in 1881 he has continued to take an active and helpful interest in many public philanthropic and religious institutions of the State, being on the Committee of the Benevolent and Strangers' Friend Society and of various temperance and other Societies. He was one of the promoters of, and has raised large sums of money for, the Royal Institution for the Blind. He has been a member of the Rechabite Order for over fifty years, and has filled nearly every important office in that body, being Chairman of District Trustees for a quarter of a century. He has also held all the prominent offices in the Order of Foresters. The Methodist Church has found in Mr. Madge one of its most consistent and earnest supporters. For twenty-five years he was Superintendent of the Methodist Mission Sunday-school in Halifax Street, Adelaide, and in the year 1899 donated the necessary funds for the erection of a commodious church of imposing appearance which is now duly vested in the South Australian Methodist Church. Mr. Madge is Honorary Treasurer of the Point McLeay Aboriginal Mission, and holds other honorary offices. He has received a number of valuable presentations in recognition of his varied and useful honorary services.

FREDERICK WILLIAM BULLOCK, of the firm of Messrs. F. W. Bullock & Co., Auctioneers, Land and Estate Agents, City Chambers, Pirie Street, Adelaide, is a son of the late Mr. John Bullock, who was one of the earliest arrivals in South Australia from Great Britain, having landed here in 1839, and the founder of the influential firm of which the subject of this sketch is now the senior partner. Mr. F. W. Bullock was born in Adelaide on August 7, 1851, and received his academic instruction at the educational institute of the late John L. Young. Soon after leaving school he was sent to Great Britain, where he remained for thirteen months, and was accorded the choice of studying for a profession, but he elected to return to Adelaide and join his father in the conduct of the business which had then been firmly established. His aptitude for the calling which he had

decided upon was, from the first, apparent, and he made excellent progress in the office, and obtained a thorough training in every branch of the steadily-increasing concern. Long before the decease of his father, on March 8, 1879, he had attained a position of responsibility and importance, so that when the sad event mentioned occurred it was with perfect confidence that he took entire charge of the direction of affairs, and under the title of F. W. Bullock continued the business with such energy that to-day it stands among the topmost of its class in the State. In the year 1885 Mr. Bullock was joined in partnership by Mr. J. Viner Smith, who still co-operates with him; the firm's name was altered to F. W. Bullock & Co. The ramifications of the firm extend all over the State, while it has also many interstate clients, and holds powers of attorney from absentees in Great Britain, America, and elsewhere. As trustees for estates, the firm is prominently known in South Australian commercial and legal circles. It follows as a matter of course that Mr. Bullock has all along been associated with many of the business institutions of the city. He is a Director of the South Australian Board of the Norwich Union Fire Insurance Society, Deputy-Chairman of the South Australian Mining Association (originally the Burra



Hammer & Co., Adelaide.

MR. FREDERICK WILLIAM BULLOCK.

Burra Mine), and associated with many other like enterprises. Mr. Bullock, too, is well remembered in the municipal history of our capital city. On November 6, 1884, he com-

plied with the request of a large and influential deputation to become a candidate for the representation of Gawler Ward in the Adelaide City Council, and was elected with a big majority. As Councillor he served for one year, and was then elected to the honourable office of Alderman, serving two terms of three years each in that capacity. It is on public record that his utterances in the Council Chamber always carried great weight, and that he was regarded as a man of sound principle. In 1891 Mr. Bullock had bestowed upon him the high office of chief magistrate of the City of Adelaide. During his year of Mayoralty the regrettable death of the eldest son of His Majesty the King (the Duke of Clarence) occurred, whilst the period was likewise notable for the visit of Mr. W. G. Grace (the world-renowned cricketer) to South Australia, the opening of the National Park, Belair, and the new Fire Brigade Station in Wakefield Street. When the term for which Mr. Bullock was elected to the City Council expired he was pressed very hard to offer himself for re-election, but was obliged to decline the honour, as he found that his business duties were being somewhat interfered with by his devotion to civic matters. Since the early eighties the subject of this memoir has held a commission as Justice of the Peace, and amongst other public duties he undertakes is that of a Commissioner of our magnificent and highly-prized National Park. He is a very distinguished member of the Masonic fraternity, in which he is a Grand Lodge Past Assistant Director of Ceremonies, as well as a Past Grand Treasurer. He has acted as the representative of the Grand Lodge of Michigan (U.S.A.) to the South Australian Grand Lodge. The lodge to which he belongs is the Lodge St. Alban, No. 38, S.A.C., and he is a Past Master of the Lodge of Harmony, No. 505, E.C., and No. 3, S.A.C., and is a Mark Master and Royal Arch Mason. For several years his name has appeared as one of the Vice-Presidents of the South Australian Rowing Association. Mr. Bullock was married in Adelaide in 1873 to Harriet, eldest daughter of the late Mr. R. G. Bowen, a retired wheat and grain merchant, and has a family of three sons and two daughters. His eldest son, Harold, is an electrical engineer and an Associate of the Institution of Electrical Engineers of London. The family residence of

Mr. F. W. Bullock is "St. Helen's," Prospect, and the lovely gardens surrounding it denote the taste and inclination of its owner.

JAMES SHAW was born at Belfast, Ireland, in the year 1846, and is a son of Mr. Hugh Shaw, an engi-



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Adelaide.

MR. JAMES SHAW.

neer of that city, where the gentleman under review received his education. When eighteen years of age he left his native land for New Zealand, arriving at Auckland in the year 1864. Being possessed of considerable enterprise, he, in an incredibly short time, established himself in a leading position as a contractor; and many substantial houses in the North Island were erected by him. Opportunity was given him of proving his mettle during one of the attempts of the Maoris to overthrow British rule; and for his pluck and soldierly qualities he was awarded a service medal. Mr. Shaw remained in New Zealand for four years after this war, which occurred in 1866, and in 1871 came to South Australia. The importance of the Central State was becoming very generally recognized about this time. Large areas in the Middle North had been thrown open for agricultural purposes, and a succession of magnificent crops was the result. The city gained in commercial prestige as a consequence, there was a general advance in the value of land around Adelaide, and new buildings arose on all sides. To Mr. Shaw, who, taking advantage of this tide of prosperity, had opened in

business as a contractor in the metropolis, was entrusted the erection of some of the most important structures in the city. Among these may be mentioned the Houses of Parliament, the Government Offices and Government Workshops, large bank buildings, the Australian Mutual Provident Society's buildings, and many private offices and residences. So numerous and considerable were his contracts that he was obliged to decline the negotiation of large works in the other States, and became recognized as the chief building contractor in South Australia. Mr. Shaw interested himself in the general welfare of the city during this period, and served as Councillor and Alderman in the Adelaide City Council, in all for eight years. In 1889 he was invested with mayoral honours, and discharged the duties of this important post with much liberality and dignity. He made a close study of municipal matters and did much good work for the Corporation; but the pressure of sustained labours resulted in failure of health, and he was forced to relinquish his civic offices in order to visit the sulphur springs of New Zealand, returning to Adelaide only after a long absence. In 1893 Mr. Shaw proceeded to Western Australia, and made a thorough inspection of the then known gold area, the newly-opened Coolgardie fields having been discovered only a few months before by Bayley and Ford. His decision to remain in that centre was abundantly rewarded, his many investments proving highly remunerative. He was one of the owners of the Londonderry Mine, floated in London for £700,000, and held shares in Bayley's South Extended, Oroya, Ivanhoe, Lake View, Mount Charlotte, and many other companies. Here he also made himself very prominent in all matters affecting the public weal of the young community. He was a member of the Progress Committee and an active agitator for the proclamation of a municipality; he caused many of the most crying sanitary nuisances to be removed at his own expense; and when the first Municipal Council was formed received the honour of being elected first Mayor of Coolgardie, which included the distinction of first chief magistrate of the western goldfields. During the seventeen months that he held office his untiring efforts for the advancement of the town and his personal popularity won for him the title of "Chief."

His health again broke down, and in December, 1895, he once more visited the sulphur springs, his departure being the occasion of farewell honours from the residents of Coolgardie, where he had acted in so many different offices, having been Vice-President of the Chamber of Mines, member of the Stock Exchange from its inception, member of different athletic clubs, and where he had been requested to contest a goldfields seat in the Legislative Council of Western Australia, a request which he declined. Returning from New Zealand, Mr. Shaw settled down to a retired life in Adelaide, where, as also at Coolgardie, he is well known for his charitable deeds and practical help to many different classes of the needy.

WILLIAM BICKFORD, ex-Councillor of the City of Adelaide, was born in Hindley Street, Ade-



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Adelaide.

MR. WILLIAM BICKFORD.

laide, on November 19, 1841, being the eldest son of the late Mr. William Bickford, chemist, of Devonshire, England, who came to South Australia in the sailing vessel "Platina" in 1838. At the close of his scholastic career at John L. Young's academy in 1856, Mr. William Bickford proceeded to the Darling country, where he spent two years, engaged in pioneering work. He then took up a thousand square miles of country in conjunction with the late Mr. J. Whyte, of Whyte, Counsell, & Co., merchants, to turn his attention to sheep-raising, but,

at the end of six months, finding the country unsuitable, the supply of water extremely uncertain, due to the very small rainfall, and no water fit for human consumption, the run was abandoned. The next eighteen months were spent in the service of the Kapunda branch of the National Bank of Australasia, under the late Mr. William Oldham, the mines in the vicinity being then in full swing. In 1864 Mr. Bickford, having relinquished his position at the bank, joined his mother (Ann Margaret Bickford) and brother (Harry Bickford), then carrying on the business of chemists in Hindley Street, as commercial manager. Mr. Harry Bickford proceeded to England to study chemistry in 1859, being absent from the State for three or four years. Mr. Bickford at one time evinced considerable interest in the public affairs of the city, and was a member of the Adelaide Corporation, representing Gawler Ward. He received election on July 7, 1876, filling the vacancy caused by the demise of Mr. W. M. Letchford, and held office until December 1, 1877. He interested himself largely in the question of drainage for the city, and it was at his suggestion that Sir William Clarke, the eminent expert of Long Bay, England, who was in Sydney on a similar mission, was brought to Adelaide to advise on the plans that had been prepared. His services were secured at a very small cost, and, as the result of his presence, important alterations were made to the plans in connection with the installation of the underground system. Mr. Bickford was Chairman of the Committee that had charge of the installation of the organ in the Town Hall in 1877. With the late Dr. Robert Peel, he strongly advocated the purchase of the plant of the Provincial Gas Company, which was under offer at a very reasonable figure. At the time, pipes had been laid in many of the leading city streets, and the Council was favourably disposed to complete the purchase, but at a meeting of ratepayers the scheme was rejected, although it was shown that many cities in both England and Scotland were able to provide their own lighting at a nominal figure, and in many instances the city lamps were lighted without cost to the residents. In 1885 Mr. Bickford was elected Mayor of Brighton, an office he held for six consecutive years. During his régime the local jetty was completed, and

a sinking fund created to extinguish the debt on that and the Town Hall. He is a past President of the Chamber of Commerce, and is now a member of the Committee. On January 1, 1903, the firm of A. M. Bickford & Sons was floated into a Limited Company, Mr. William Bickford being appointed managing Director. He holds a commission of Justice of the Peace, and was President of the Justices' Association in 1903. Mr. William Bickford, with his brother (Mr. Harry Bickford), is also interested in Burnside Station, situated in the County of Hynam, South-East, South Australia, they having purchased it in October, 1885. This property covers a large tract of splendidly-grassed country between Narracoorte and Frances, and is well-stocked with all fine-wool merino sheep (Tasmanian blood throughout), together with horses and cattle. The Burnside clip is eagerly sought after by the buyers at the annual sales in Melbourne.

FRANCIS BERNARD KEOGH, who represented Grey Ward in the Adelaide City Council in 1900-1-2.



Hammer & Co., Adelaide.

MR. FRANCIS BERNARD KEOGH.

is the Secretary of the Licensed Victuallers' Association of South Australia, and Secretary to a number of Companies. He was born in West Adelaide in the year 1861, and is the eldest son of the late Mr. Patrick Keogh, who for upwards of half a century was a well-known figure in Adelaide commercial circles. Mr. F.

B. Keogh received his education under Mr. W. J. McBride, the present Inspector of Schools, and upon its completion was for some time associated with the firm of P. Falk and Co., jewellers, of Adelaide. Leaving this employ in 1883, he went to Melbourne, where he spent twelve months, and upon his return to Adelaide established himself in business as above, his offices being at present situated at Brookman's Building, Grenfell Street, Adelaide. In 1902 he accepted the appointment of Secretary to the Licensed Victuallers' Association, retaining the post ever since. Mr. Keogh has been before the public in various ways. He represented West Adelaide in the House of Assembly for one term prior to the alteration of the Constitution. He was one of the founders of the Irish Rifle Corps, and a member of the Adelaide Rifle Club, being connected with both these Associations for some years. He has acted as District President of the Hibernian Australasian Benevolent Society, and for about twenty years past has been identified with different Friendly Societies. He has had journalistic experience in connection with well-known Adelaide weekly papers. He has always taken a keen interest in cricket and football, and other athletic sports. In 1886 Mr. Keogh married Sarah, daughter of Mr. M. O'Brien, one of the earliest identities of North Melbourne, and his family consists of three sons and two daughters. He resides at South Terrace, Adelaide.

WILLIAM KITHER. who represented the ratepayers of the City of Adelaide as Councillor and Alderman for twelve years, was born at Bow Bromley, Middlesex, England, in the year 1843, and received his early education at Morden Hall, Surrey. He came to South Australia with his parents in 1855 by the sailing vessel "Constance," under the command of Captain Bagot. His father, who had established himself as a butcher, died in 1869, and Mr. W. Kither succeeded to the business, which he has carried on ever since. In all matters affecting the welfare of the City of Adelaide he has prominently identified himself, being a large property-holder in the city, and has added much to its improvement by the various buildings he has had erected. He has been a Justice of

the Peace for many years, is associated with all the charitable institutions of the city, and especially interested himself in the passing of the Act for the Prevention of Cruelty to Animals. Mr. Kither is a member of the Masonic fraternity, and also of the Independent Order of Oddfellows and Druids.

WILLIAM DARBY, who for four years represented Grey Ward in the Adelaide City Council, was born at



Hammer & Co., Adelaide.

MR. WILLIAM DARBY.

Riverton, South Australia, on August 11, 1857. He is a son of the late Mr. Joshua Darby, who came to the colony in 1849, and was one of the first settlers at Riverton. It is interesting to note that Mr. William Darby's sister Annie (afterwards Mrs. T. E. Lucas) was the first daughter of white parents to be born in that district. The subject of this notice received his education at Riverton, and upon its completion served some time with his father, who was identified with the building trade. He then came to Adelaide, and found employment as an improver at monumental works in the city, subsequently returning to Riverton to manage the farm during his father's absence in England. In 1886 he established himself as a monumental mason in Gouger Street, Adelaide, where he carried on business for twelve years, when a removal was made to the corner of Grenfell Street and Hindmarsh

Square, where the present premises are situated. A branch has also been established at Broken Hill. In 1894 Mr. Darby, at the invitation of the ratepayers, contested the election for Grey Ward in the City Council, was successful, and two years later was re-elected for a second term. Owing to the pressure of business, and hav-

ing removed from the ward, he did not again offer himself for the office. Mr. Darby is a Freemason, his mother lodge being the Lodge of Truth, No. 8, S.A.C., of which he was nine years an officer, passing through all the chairs of the Order, and is now a Past Master. He is also a Past Grand Trustee of the Loyal Mac-

Donnell Lodge, Adelaide, I.O.O.F. M.U. Mr. Darby has been married twice. His first wife, Selina Elizabeth Collenette, of Gawler, died in 1898, leaving two daughters and one son. In 1906 Mr. Darby married Florence Sarah, daughter of the late Mr. George Staunton, of Woodville, where he resides.

CITY OF PORT ADELAIDE.

Second only to the metropolis of the State, the chief port must be ranked in importance and general influence. When the capital of a country can be also its great entrepôt, the advantages to trade and commerce are obvious. That this fact was clearly perceived by the founders of South Australia is abundantly evident from the instructions prepared by the Colonization Commissioners when the settlement was being planned. Their idea undoubtedly was that the first centre of population would be planted somewhere on the coast, but its realization was impossible, for the simple but sufficient reason that the combination of desired conditions had no existence. Had Boston Bay been carved out at the foot of the hills where Marino and Brighton stand, or the Murray found its way through some gap in the ranges to an outlet in Gulf St. Vincent, the early chapters of South Australian history would have read very differently, and the colonization of the country pursued another course. Nature, however, while providing bountifully in some respects for the occupation of the territory by enterprising Anglo-Saxons, withheld the boon of a Port Phillip or a Port Jackson, one result of which is that Adelaide lies inland instead of being a seaport.

Flinders and others had surveyed the coast-line, and among the rest one Captain Jones reported the discovery of an "inlet" on the east coast of Gulf St. Vincent, with fresh water available. How Colonel Light searched up and down for this inlet, and how, when he found his way into it, he failed to recognize it as corresponding with Captain Jones's description, are told elsewhere in this volume. It is matter of history that on further examination he became more satisfied with the possibilities of the harbour, that he rode out a severe gale with his brig, "Rapid," in perfect shelter, but there being no supply of fresh water, or suitable land for building, in the immediate neighbourhood, his opinion was confirmed that the site for the capital must be on higher ground near the River Torrens.

Out of the disputes which raged among both private persons and officials over this decision came the proposal to survey a town at the harbour, as it was called, which was offered and accepted as a sort of compromise. To survey a town, however, was one thing, and to render it habitable was another. The small trading-vessels which were mostly in use at that time

could enter easily enough, and lie safely when moored, but the landing was the trouble. The right bank of the inlet was an impracticable mangrove swamp, which formed an impassable belt. This belt was narrowest at a point about a mile higher up the stream than the present Jervois Bridge, and there a canal or ditch about 30 ft. wide and 5 ft. deep was excavated. At the end it was piled with pine poles capped with quartering and backed with ti-tree, to prevent the sand from falling in. Thus a rude kind of wharf was formed. Barges could navigate the canal at certain states of the tide, but it was dry at low water. There were no mechanical appliances for handling freight; when goods were put ashore they were exposed to all weathers; cartage to town was difficult and costly; so that, altogether, the place fairly earned its name of Port Misery.

While all interests and most individuals in the community suffered serious inconvenience from these conditions, they were worst for the South Australian Company, because of its large stake in the colony. Fortunately the manager, Mr. McLaren, was a man of courage and enterprise. He undertook what was, for the time, a great engineering work, in constructing a causeway or road from the solid ground near Alberton to the Port River. The plan adopted was to excavate on each side of the selected track, and raise an embankment with the spoil a foot higher than the tide had been known to reach, and 35 feet wide at the surface. The road was considerably more than a mile in length; metal for ballasting it was brought in the Company's vessels from Kangaroo Island, and its entire cost was £14,000. When it was afterwards taken over by the Government the Company received as reimbursement 14,000 acres of land at the upset price of a pound an acre. A wharf was constructed at the river terminus, and a large store erected. The first sod was turned by Governor Gawler on May 25, 1839, and it was expected that the work would be completed in about six months, but the formal inauguration was delayed until the entire scheme was finished. At length, on October 14, 1840, with as much pomp and ceremony as could be managed, the opening took place in due form. A procession, which included 450 vehicles and 600 equestrians, wended its way from Adelaide to the Port. A royal salute was fired, prayer was offered by the Colonial Chaplain, the Governor declared

the landing-place to be a part of the new port, and gave to McLaren Wharf the appropriate name it still bears. A barque, the "Guiana," was lying alongside, and two boxes of tea and spices were hauled up from the wharf, and landed, amid cheers. The Governor's flag was then struck, the Union Jack hoisted, another salute fired, and the guests adjourned for dinner to the Company's warehouse, which had three floors, a frontage of 60 feet to the road and 90 feet to the river, and could store 1,500 tons of goods. The true history of Port Adelaide dates, therefore, from October 14, 1840, when the event transpired whereby, according to a notice in the *Government Gazette* at the time of its initiation, "the principal source of complaint, annoyance, and loss in this fair province will thus be effectively and permanently removed, and a most important means of its future and increased prosperity afforded."

A new era in the history of South Australian commerce began with the opening of the "new" port. At that time there were fourteen vessels in the stream, of which three were from London, one each from Greenock, Bristol and Dublin, and the rest were either coastal or intercolonial traders. Three were from Kangaroo Island, two from Port Lincoln, one from Encounter Bay, and one each from Port Phillip and Hobart Town. The largest of them was the "Martin Luther," of 445 tons burden; then came the "Mary Dugdale," 375 tons; the "Guiana," 256 tons; the "Thina," 221 tons; and the "France," 216 tons. All the rest were under 200 tons, the smallest being four cockle-shells of from 30 to 15 tons, and the aggregate tonnage of the whole was 2,250, less than half the capacity of single vessels which can now be comfortably berthed at one of the wharves. Oversea export trade was, in fact, in its earliest infancy, which, considering the restrictions upon it, was not surprising; but it was destined to advance by leaps and bounds within a very short period. In 1840 agricultural production had only just begun, but it very rapidly expanded, and within five years from that date the mineral discoveries at Kapunda and Burra had entirely altered the aspect of affairs. Exports of staple products mounted up with

great rapidity, and the Port provided the facilities for shipment without which the progress in this department would have been impossible.

The embankment which carried the principal road to town, and gave access to the pioneer wharf, was soon followed by others. In their construction the same method was adopted, of digging a ditch on either side of the proposed line, and using the material to raise the land between them. This process was carried so far that in a short time at high water the settlement stood within a kind of moat, and it was possible to nearly circumnavigate it in a dinghy. Deepening operations were commenced in the harbour, and the silt was employed to raise the surface of the dry land, with the effect of materially altering the contour in a very short time. Within the memory of old inhabitants exceptionally high tides used to flood extensive areas, and from the

several causeways the wayfarer looked down on pools and lagoons that were neither beautiful nor fragrant. On the lower levels there stood wooden buildings raised on piles, and with flights of steps to their doors, but the floors of which were some feet below an adjacent footpath, not because they had sunk, but because it had been raised. How to get rid of surface



TOWN HALL, PORT ADELAIDE.

water was at one time a difficult problem, but the work of draining the ditches and filling up the hollows with soil from the stream went on year after year, until, finally, little remained to show what had been done. Vivid though the contrast may be between Adelaide past and Adelaide present, the change at Port Adelaide is far more striking. The capital has still its encircling parklands, its background of hills, and on the western horizon its glimpses of the shimmering sea; but at the Port everything is different. The river itself is both widened and deepened. It no longer ebbs and flows between shingly or sandy banks, but is faced by miles of solid wharves with their piles of merchandise, swinging cranes, puffing locomotives, and lines of railway trucks. What was once a mangrove swamp is now solid ground raised high above tide-levels, traversed by macadamized streets and broad asphalt footpaths. Over the

solitudes where once the cormorants fished and wild-ducks brooded there are now far-stretching lines of warehouses, mills the fame of whose products is established in distant lands, smelting and other works, giving employment to thousands, while adding largely to the national wealth; public buildings of a substantial and massive character, ornate banks, spacious churches, well-appointed hotels, and rows of shops replete with every commodity required by human need or capricious taste. Emerging from beneath the high, arched roof of the railway station, a train thunders on its way through the main street with clang of warning bell, and crosses the river by a swing bridge, bound, perhaps, for the pier off which an ocean steamer is waiting for mails and passengers, or for the outer-harbour works, which are nearing completion. The transformation far surpasses anything that Colonel Light or his associates ever dreamt of, even in their most sanguine imaginings.

Not only the water-front, but the water-space and the entire length of the channel leading from the anchorage to the wharves have been so extensively remodelled that it is scarcely too much to describe them as re-made. In pre-historic times, when Mount Lofty was several thousand feet higher than at present, and glaciers hung on its slopes, no doubt a mighty river cut its steep-sided gorge, and found its way across the plains to the gulf. As the land slowly rose, and the volume of the current diminished, the stream found its way round the northern extremity of the peninsula to the sea, and the ebb and flow of the tides kept the channel open. So the white man found it when he came to take possession. From the deck of the "Rapid" that was cruising down the Gulf the entrance to the inlet could not be discovered, and it was a moment of intense excitement when the "hatch-boat," which had been sent to explore, disappeared from view as if entering a river's mouth. Soundings proved that there was an outer and an inner bar, but water deep enough for the "Rapid." When Colonel Light and his fellow-voyagers gave time for careful exploration, they found a mangrove-fringed estuary several miles in length. A promising but disappointing branch received the name of the North Arm, and formed an island which is an almost ideal quarantine-station, to which purpose it is devoted. On the narrow beach, when exposed by the falling tide, there were ranks of solemn pelicans and long-legged cranes, while gulls of several varieties and other water-fowl flew by in thousands. The inlet was no slight indentation, but a waterway extending for several miles, perfectly land-locked, and secure against every wind that blows. In its virgin beauty it was a scene of perfect tranquillity, and no wonder Colonel Light waxed enthusiastic in its description.

For the small intercolonial and coastal craft mostly in use the entrance was navigable at the time, but

larger vessels began to arrive, and deepening operations became necessary, both at the entrance and at the basin, where vessels had to lie for the handling of cargo. About 1854 it was pronounced necessary to remove the bar and deepen the channel up to Prince's Wharf, so as to provide a depth of eighteen feet at low water, and from the time this improvement was taken in hand the work has never permanently ceased. From time to time, with the developments of marine architecture, the demand has become imperative to make the channel wider as well as deeper, and for some years the ideal has been to maintain a depth of water in the river that will admit of all vessels that pass through the Suez Canal coming direct to the Port Adelaide wharves. In the prosecution of this work powerful dredgers and other appliances have been employed, and over a quarter of a million of money has been spent. The channel is buoyed and lighted throughout its entire length. A powerful holophotal light shows the entrance to the harbour. There is now more than 25 feet of water at the outer bar, where an early chart showed only 12 feet, and this is only one illustration of the extent to which obstructions have been removed. Many alternative schemes have been suggested, one of which was to excavate a canal where the peninsula is narrow, thereby converting that tongue of land into an island, but the policy of following the guidance of Nature, and improving upon her handiwork, has prevailed. The pristine picturesqueness has disappeared, and there is no more solitude; but in place thereof there is a waterway available and navigable by day and night, up and down which about a thousand vessels, aggregating nearly two millions of tons burden, annually pass, and at the head of navigation all necessary appliances for their speedy discharge, re-loading, supply, and, if necessary, repair.

Several changes have taken place in the constitution and functions of the corporate bodies which have had the management of affairs, and assisted in bringing about this general result. As the result of a petition from its inhabitants, Port Adelaide was proclaimed a corporate town on December 27, 1855. Mr. W. J. Stacy, in a historical retrospect published a few years ago, says that on the date named it was officially announced that the "inhabitants of the town and their successors were to constitute a body corporate and politic by the name of Mayor, Councillors, and Burgesses." He adds: "The district was divided into two wards, East and West, the main road to the Port being the division line. A public meeting of persons entitled to be placed on the citizens' roll was held at the Ship Inn on January 8, 1856. Mr. William James presiding. A motion that the meeting should merely elect Councillors, and leave to them the selection of Mayor, Aldermen, and others, did not find favour, the ratepayers of the place from the start announcing their intention of exercising to the full their

prerogative." Four nominations were received, and when the votes were taken there was a tie between the two highest, who had 18 votes each. There was a second trial, with the result that Captain French received the suffrages of 21 ratepayers, and was declared elected, as the rival candidate had only 18. The smallness of the numbers impressively illustrates the limited character of the constituency. Captain French was re-elected each year in succession until 1860, when Captain J. W. Smith was chosen. Open voting was the rule in the earlier period, with considerable excitement as its accompaniment, and Mr. Stacy remarks that the fun was often fast and furious. The Council met at the Ship Inn to begin with, thence it removed to the Court-house, and afterwards to a small two-story building, where a fire destroyed the interesting records of its

In the light of what has been written concerning the emergence of Port Adelaide into a substantial, well-paved, and well-drained town, out of a boggy and water-logged swamp, it can be easily understood that the labours of the Corporation were at all times arduous, and often difficult. Constructed as they were, the roadways in the first instance, and what had to serve as footpaths, left very much to be desired. The winter rains speedily covered the surface with a particularly adhesive mud, which the heavy traffic rendered exceptionally deep and disagreeable, while the summer heat, by its desiccating effect, produced equally unpleasant conditions of another sort. Much of the area was subject to tidal inundation, and the majority of the buildings had little to recommend them, either in style or materials. Sanitation, lighting, water-supply, transport



Photo by T. McGann.

CUSTOMS HOUSE, COMMERCIAL ROAD, PORT ADELAIDE.

early proceedings. The following is a list of the Mayors of Port Adelaide and the years of their elections:—

Capt. French	...	1855, 1856, 1857, 1858, 1859
Capt. J. W. Smith	...	1860, 1861, 1864, 1865
Edwin Harris	...	1862
Francis Reynolds	...	1863
J. M. Sinclair	...	1866, 1867, 1868, 1873, 1874, 1875
J. Formby	...	1869, 1870, 1871, 1872
D. Bower	...	1876, 1877
Theodore Hack	...	1878, 1879
H. W. Thompson	...	1880, 1881
G. Bollen	...	1882
T. J. King	...	1883, 1884
S. Malin	...	1885, 1886
J. Cleave	...	1887, 1888
R. W. O. Kestel	...	1889
C. Tucker	...	1890, 1891, 1892
B. Sigrist	...	1893
C. R. Morris	...	1894, 1895, 1896, 1897
T. Grose	...	1898
J. W. Caire	...	1899, 1900, 1903, 1904
J. C. G. Jürs	...	1901, 1902
J. Sweeney	...	1905, 1906

were all problems requiring patience and skill in their solution. A present-day visitor can hardly realize the labour that has been expended in redeeming the Port from the reputation it had earned, which was expressed in the designations of "Dustholia" and "Mudholia" that were commonly used as descriptive titles. Progress is still going on, and Portonians would probably be the last to say that the limit of improvement has been reached; but the condition of the thoroughfares, the lighting of the streets, the nature of the water-supply, and the provision for safeguarding the public health all testify to the energy and ability with which the Corporation has done its work.

Meanwhile, what may be comprehensively termed the maritime department equally merits recognition. The administration was for many years in the competent hands of Captain Lipson, who came out in the "Cygnet," together with a part of the survey staff, and had received in England the appointment of Naval

Officer and Harbour-master. In that capacity he was invested with something like autocratic power, which he exercised with judgment and ability. When the earliest organization was established, under the title of the Trinity Board, he was the first Master, and he held the position for three years. The changes which subsequently took place in the constitution and title of the controlling body, and in its functions, are referred to in the account which is given of the Marine Board as a Government Department. Despite the lack of continuity in this respect, by one agency or another the necessary operations for improving the channel and equipping the port for its purpose have been steadily carried on. It may safely be affirmed that the importance of this work, and of the interests with which it is connected, have profoundly influenced State policy and legislative action. When Governor Grey imposed heavy dues and taxes to raise revenue, the citizens protested most vigorously against the measure, and nothing contributed more to the ultimate popularity of His Excellency than his remission of these imposts. For a time all charges, even for pilotage, were abolished, and vessels could enter and clear without any expense whatever. At a later period the protection of the shipping and stores in case of a raid by a hostile cruiser or squadron led to the erection of the forts, which are garrisoned by a permanent military force, to the purchase of the "Protector," and to the adoption of other defensive measures. Few subjects have, in various ways, engaged more attention from Parliament than provision for shipping. The construction of the railway pier at Largs Bay, and of the railway, may be quoted as another illustration of the same fact, and the long discussion of various projects which led ultimately to the work of constructing an Outer Harbour is even more noteworthy.

As a municipality, Port Adelaide has exhibited a remarkable capacity for growth. The number of voters at the first election for Mayor has already been mentioned, and as a parallel indication of the humble beginnings, the statement may be quoted that long afterwards the income from rates was only £250 to £300 per annum. A schedule exhibiting the progress from year to year would, no doubt, be interesting, but there are difficulties in making a fair and accurate comparison, because the municipal area has itself been so greatly modified. Port Adelaide has been a nucleus which produced several offshoots that were afterwards gathered into union with the parental centre. Townships sprung up around it which formed civic organizations of their own, but afterwards found that amalgamation would conduce to more economical and efficient management. As the result of a movement with union as its specific object, no less than five local governing bodies were absorbed into that of Port Adelaide a few years ago, a feat of municipal unification which has not

been rivalled anywhere else in the State. The eight wards of the Corporation now comprise an area which has the Gulf as its western boundary, the North Arm Road on the east, and stretches from the District of Woodville to the mouth of the river. Within this territory stand not only Alberton, Queenstown, and others to the south, but Birkenhead, Glanville, Exeter, Semaphore, Peterhead, Largs, etc., across the river.

Seaports are not usually attractive as places of residence, and it cannot be claimed for the Port that it has natural advantages much above the average, but there are charming localities near at hand which serve as suburbs, and where population is increasing. Since the Jervois Bridge has facilitated access to Lefevre Peninsula, a wide extent of what was once sandy scrub has become covered by neat villas with pretty gardens. Along the esplanade on the coast-line there are many dwellings of a superior type, and extension both north and south is rapidly proceeding. According to present appearances, before long the greater part of the peninsula will form one continuous suburb of the Port. Suitable sites for dwelling-houses, dry, healthy, fanned by sea-breezes, and with pleasant surroundings, are practically unlimited in number. The business and trade of the Port are regularly increasing, and the improving facilities for commerce, together with the expansion of producing industries in the State, afford a prospect that is full of encouragement. The Government workshops at Glanville provide employment for about 250 men, who naturally prefer to live near their work. The Produce Export Department has expanded its operations, and the establishment at the Port will bear comparison with any of its kind in Australia. Mills and smelting and other works add their quota to the sum-total, while the general maritime interests are steadily rising. The river and the sea alike offer facilities for certain popular aquatic sports, while there are recreation grounds near at hand, and, altogether, there is both inducement and room for a large residential population.

Sufficient reason has been shown for somewhat limited public expenditure on what is merely ornamental, but the City of Port Adelaide possesses several institutions of which it is justly proud. Among its social agencies with which philanthropy is associated, the Sailors' Home takes a prominent place. The Convalescent Home at the Semaphore has proved of infinite service to numberless persons recovering from illness or accident who have found in a fortnight at the seaside permanent recuperation; and there is also a Casualty Hospital at the Port. The Institute, with its affiliated agencies for intellectual enjoyment and culture, is well worthy of more than a mere passing notice. The first attempt to found an Institute, in 1851, collapsed through the exodus to the gold-fields. The second, in 1854, did not fare much better. A third was made in

1859. and this time with permanent success. There were times of struggling, followed by vigorous assistance and liberal support. At length, thanks to the sustained energy of enthusiastic friends, and assistance from the Government, the way was made clear for the erection of

repaired, and the usual appliances of a seaport town. Among the manufactures, to which incidental reference has been made, are the Government workshops at Glanville, the slaughtering and freezing establishment, five steam saw-mills, five flour-mills, a sugar refinery, extensive silver- and copper-smelting works, rope-works, boat-building and yacht-building yards, timber-yards, gas-works, salt-works, etc.

The Mayor's report for the year 1905-6 is a pamphlet of 28 pages, closely packed with information, and is specially interesting because it records the conditions in the jubilee year. Regarded comprehensively, it clearly shows that the work of the Corporation

a suitable building, and the foundation-stone of the Institute was laid in 1874. The formal opening by His Excellency the Governor took place on October 23, 1876, and was made the occasion of much rejoicing. Twenty-five years afterwards the subscribers numbered nearly a thousand, there were 17,000 volumes on the shelves, and books were supplied to branches at Henley Beach and Kangaroo Island. The Institute has sought to promote education by providing scholarships and evening classes; it has a museum and art gallery, and has served as a centre for organizations designed to aid mental culture and growth.

The public buildings of the Port, such as Post Office, Customs House, etc., are of a solid and substantial character. The Town Hall has a room that will accommodate 1,000 persons. All the principal denominations are represented by large church buildings. Public schools provide adequately for the juvenile population. Most of the wholesale firms doing business in Adelaide have branch establishments, bulk stores, etc., at the Port, and there are also numerous warehouses, bonded-stores, wool-stores, etc. The facilities for meeting the requirements of shipping include a dock of five acres in extent, two patent slips where vessels of large tonnage can be

is elaborate and minute, covering all the varied operations and functions of organized civil life. The Council now consists of the Mayor, four Aldermen, and ten Councillors—two for each of the five Wards, one of which is named the Centre Ward, and the others after the cardinal points of the compass: North, South, East, and West. The detail work is departmentalized, permanent committees being appointed to deal with finance, the Town Hall and reserves, public works, health, lighting, and the cemetery respectively.



Photo by T. McGann.

VIEW ON THE RIVER AT PORT ADELAIDE.



Photo by T. McGann.

SHIPPING AT PORT ADELAIDE.

His Worship reported that the financial condition of the city was highly satisfactory, and the duty devolving upon him was, therefore, a pleasant one. The expenditure for the year had been £19,608, the revenue up to date of the report £17,925, and it was expected

that the income receivable from rates would materially reduce the difference between these amounts. The Corporation was practically out of debt, there being only one outstanding bond for £500, towards which £300 was in hand. Reference was made to the jubilee, the water-supply, the outer-harbour works, a steam fire-boat, the city lighting, the Fire Brigades Board, the graving-dock, the embankments, tree-planting, and other matters. It was mentioned that H.M.S. "Challenger" had been berthed for the second time in the Port, proving the confidence of her captain in its facilities, and that large vessels of the White Star line had also been berthed in the harbour. The City Valuator reported

that the assessment of the city was £156,279, and the amount payable for city rates £13,349. In the City Surveyor's report it was stated that 12,231 yards of road-metal had been used, and 7,882 superficial yards of tar-paving laid down, and that the plantations had been well looked after by the gardener. That official complained of the injury done to the young trees by cattle, in spite of which 1,577 trees, shrubs, etc., had been planted during the year. Activity was shown to have prevailed in every department of civic effort, and the Health Officer's account of the general sanitary conditions was favourable. The municipality is evidently a live concern.

JOHN SWEENEY, Mayor of Port Adelaide (1906-7), was born in the chief seaport of South Australia in the year 1852, and for many years has taken an active part in furthering the interests of the city. Educated at Mr. F. J. King's school, Mr. Sweeney made his entrance into commercial life at Port Adelaide, and, during the years that have since elapsed, he has, by his ability and unfailing courtesy, attained to the distinction of chief magistrate of this thriving centre, besides which he is a prominent figure in the local world of commerce. His first mercantile experience was obtained in the service of his uncle, the late Mr. Charles Hains, an auctioneer, with whom he remained until 1871, when he entered the firm of Messrs. J. Dunn and Co., millers and grain merchants. Subsequently he received the appointment of manager of their extensive milling business at Port Adelaide, and when the concern was taken over by Messrs. John Darling and Son he was retained in that position, a post he still occupies. The inauguration of Mr. Sweeney's municipal career took place in 1894, when he entered the Port Adelaide Town Council as representative for Birkenhead Ward. He was next returned as Alderman, and, after serving in that capacity for several years, was elected to the mayoral chair in 1905, and again at the expiration of his term of office. Mr. Sweeney has won wide popularity by the keen interest he manifests in outdoor sports connected with the city. For fourteen years he has been Secretary of the Port Adelaide Football Club, of which he is now Patron and life member, and was the first to receive a life membership of the South Australian Football Association. He also acted as Secretary of the Port Adelaide Rowing Club for four years. In 1875 Mr. Sweeney married

Mary Eliza, daughter of the late Mr. John Cobain, an old Portonian, and



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MR. JOHN SWEENEY.

has a family of four sons and six daughters. He resides at "Kenroy," Birkenhead, Port Adelaide.

Alderman CHARLES RICHARD MORRIS, ex-Mayor of the Port Adelaide City Council, was born at Noarlunga, South Australia, on March 13, 1863. He was educated at Mr. T. W. Lawton's School, Hindmarsh, and under private tuition. In 1876 he entered into the service of Messrs. Robin & Hack, timber merchants, Port Adelaide, as an office boy, and in 1886, with Mr. Theophilus John Walter, became a proprietor of the concern. Mr. Morris has always taken a prominent part in public matters in Port Adelaide, and in 1889 his services were sought by the ratepayers of Cleave Ward, and, consenting, he was returned, to represent them in

the Port Adelaide City Council. He served four years in this capacity, and had the honour of subsequently being elected as Mayor, the ratepayers paying him the compliment of returning him unopposed for three succeeding years. He retired from the Council owing to his intention to take a trip round the world. After some five years' rest from municipal life, Mr. Morris was returned as Alderman of the City of Port Adelaide, heading the poll at all the polling booths. He repeated this distinction in 1906. During his reign as Mayor Mr. Morris instituted, or helped to institute, many municipal reforms and improvements, foremost amongst which may be mentioned the installation of the electric-light system throughout Port Adelaide. It is worthy of note that this was the first town to establish the system in South Australia. Mr. Morris was Vice-President of the Municipal Association, a member of the Adelaide Hospital Board and of the Fire Brigades Board, representing the suburban corporations. He is a member of the Masonic fraternity, his mother lodge being the Adelaide No. 1, S.A.C., and occupies the Presidential chair of a number of football, cricket, rowing, sailing, and other athletic clubs at Port Adelaide.

Councillor **JOHN WILLIAM CHANNON**, representing Centre Ward in the Port Adelaide City Council, is the eldest son of the late Mr. William Channon, who was employed in the service of the South Australian Railways in the early days of the colony, the year of his arrival being 1854. His first academy of instruction was Leslie's Grammar School, Queenstown, from which he passed to Mr. F. J. King's Commer-

cial Academy, where he received a good grounding in subjects proving of value in his subsequent career. He entered upon mercantile life in the employ of the South Australian Carrying Company, relinquishing this service after some years, when he accepted a position in the cus-

to be found in the district. In 1881 Mr. Channon married Elizabeth Helena, daughter of the late Mr. James Murray, draper, of Port Adelaide, and has a family of four sons and five daughters. He resides at "Irene Villa," Princes Street, Alberton.

Councillor WILLIAM TAYLOR ROFE, representing the Centre Ward in the Port Adelaide Corporation, first saw the light of day at Port Adelaide on September 18, 1865. He is the eldest surviving son of Mr. James Rofe, who is one of South Australia's pioneer settlers, having arrived in Port Adelaide in June, 1840, by the sailing vessel "Charles Kerr," and who was for a lengthy period associated with the public life of the Port, having for eight years occupied a seat as Coun-

had long taken in local affairs. He has retained the office of Councillor ever since, and is Chairman of the Works Committee. Mr. Rofe is a member of the Rechabite Order, having passed through all the chairs of the Northern Star Tent, No. 1, and he is also a member of the Port Adelaide Central Bowling Club. He is prominently connected with the Methodist Church in the district, and has held all the offices in connection with that institution, at present filling the position of Society Steward of the Church and leader of the young men's class. In 1891 Mr. Rofe was married to Jennie, daughter of the late Mr. Fertch, of Mount Pleasant, and has one daughter. He resides at Lipson Street, Port Adelaide.

Councillor ARTHUR WILLIAM BROWN, representing South Ward in the Port Adelaide City Council, is the third son of the late Mr. Thomas Stacy Brown, who came to the State in 1841 in the sailing vessel "Orissa," and settled at Monopilla, Willunga. Mr. A. W. Brown was born at Mount Arden, South Australia, in the year 1865, and received his education at the MacLaren Vale Grammar School under Mr. Gooding, and by private tuition on his father's station. His studies being at an end, he engaged in pas-



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MR. JOHN WILLIAM CHANNON.

toms department of the firm of Messrs. D. & W. Murray, merchants, of Adelaide. A later association with the firm of J. M. Sinclair & Co. was severed in order to enter into business on his own account in partnership with Mr. G. W. Smith (a former Town Clerk of Port Adelaide). The new firm was founded in 1884, trading under the style of Smith, Channon, & Company, customs and shipping agents, Lipson Street, Port Adelaide, and has carried on transactions ever since from the above address. Mr. Channon has made his influence felt in local public affairs, and has proved particularly loyal to the ward where he was born in 1856 and has lived in all his life, serving the ratepayers as Councillor for seven consecutive terms. While in office he had the honour of being elected Chairman of the Finance Committee for three years in succession. He is also a member of the Institute Committee, of the Port Adelaide Bowling Club, and the Port Adelaide Football Club. For twenty-one years he was organist of the Port Adelaide Congregational Church, a position he had to relinquish owing to indifferent health. He spends much of his leisure time in the cultivation of flowers, and has one of the finest collections of ferns



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MR. WILLIAM TAYLOR ROFE.

cillor of the municipality. The gentleman under review was educated at the Port Adelaide Grammar School under Mr. Martin, and on the completion of his studies joined the South Australian Carrying Company, then being conducted under the management of his father at Port Adelaide. When the present carrying and forwarding business was established in 1880 by his father and brother, the late Mr. James G. Rofe, he entered the office of the firm, and has been associated with its operations ever since. Mr. Rofe has rendered valuable service as a public man to the city of his birth, and his election to the Council in 1900 was evidence of the interest he



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MR. ARTHUR WILLIAM BROWN.

toral pursuits, with which he was associated until he reached the age of twenty. Mr. Brown then relinquished that calling, and entered in the softgoods business, proceeding to

Western Australia in 1893 to take over the management of an establishment in that State. At the expiration of six years he returned to South Australia, and opened up in business on his own account at St. Vincent Street, Port Adelaide, trading under the name and style of Arthur Brown & Co., clothiers, tailors, mercers, hatters, seamen's and juvenile outfitters, and has continued ever since. The firm also had a branch in Adelaide at the corner of King William and Hindley Streets. Mr. Brown was elected to a seat on the Port Adelaide City Council in 1901, as a representative of the ratepayers of South Ward, and since that time at the successive elections he has been returned at the top of the poll. He acts on the Finance Committee of the Council. Mr. Brown is Vice-President of the local Board of Directors of the Australian Natives' Association in Adelaide, and is one of the leading spirits in the Port Adelaide Branch. He is also a member of the Masonic fraternity. He was married in 1894 to Laura, daughter of the late Mr. John Torr, of Yongala and Mintaro, South Australia, and resides at "Tallageira," Princes Street, Alberton.

JOHN WILLIAM CAIRE, who was Mayor of Port Adelaide for four separate terms of office, was born at Guernsey, one of the Channel Islands, in the year 1848. When ten years of age he was brought by his parents to South Australia, where he acquired his education at the late Mr. Hosking's school in Adelaide. His studies having come to an end, Mr. Caire decided on following the saddlery trade, and after becoming thoroughly proficient in all its branches he removed to Port Adelaide in 1876, and took over an established saddlery business in Commercial Road, which under his conduct rapidly extended its operations, and secured a large measure of support. Mr. Caire has displayed an active interest in the public affairs of his district for many years, and was elected a member of the Alberton and Queenstown District Council for Albert Ward in 1893. In the following year he was returned as representative for Cleave Ward in the Port Adelaide Corporation, and during the many years he served as Councillor Mr. Caire exerted considerable influence in the

various matters tending to the advancement and wellbeing of the city. In 1900 these services were recognized by his investment with mayoral honours, a compliment which was repeated on three subsequent occasions. Mr. Caire was Mayor of Greater Port Adelaide when the Semaphore Corporation was amalgamated with it, and also occupied that position when Port Adelaide was proclaimed a city in 1901. As Chief Magistrate of this important centre he had the honour of being the first Mayor to welcome the Duke and Duchess of Cornwall and York on the occasion of their memorable visit to South Australia at the beginning of the twentieth century. During his first term of office he was gazetted a Justice of the Peace. Mr. Caire takes a prac-



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MR. JOHN WILLIAM CAIRE.

tical interest in charitable organizations, and his name is on the committee-roll of almost every important institution in Port Adelaide. He is associated with the craft of Freemasons, being a Past Master of the Adelaide Lodge, No. 2, S.A.C., and Past Grand Deputy Director of Ceremonies of the Grand Lodge of South Australia. He is a member of the Orders of Foresters, Oddfellows, and Druids, and a member of the Royal South Australian Yacht Squadron. Mr. Caire was married in 1868 to Louisa, daughter of the late Mr. William Black, a very early colonist, who arrived in South Australia in 1836. He has a family of three daughters and two sons, and resides at Alberton.

WILLIAM JOHN GETHING, L.R.C.S., L.R.C.P. (Edinburgh University), Health Officer for South Australia, is the eldest son of the late Dr. Robert Gething, M.D., and was born at Port Adelaide in the year 1861. He received his scholastic training at the Port Adelaide Grammar School, subsequently attending Prince Alfred and Harn-dorf Colleges, matriculating from the latter in 1878. Having decided in favour of the law as a profession, he served his articles with Messrs. G. & J. Downer, solicitors, Adelaide, and in 1887 was admitted to practise at the Bar of the Supreme Court of South Australia. Opening offices at Port Adelaide, he forthwith entered upon professional practice, but, after continuing for some little time abandoned it in order to gratify a strong desire for a medical career. In 1890 he proceeded to England and underwent a five years' course in medicine at Queen's College, Birmingham, finally taking the degrees of L.R.C.S. and L.R.C.P. at Edinburgh. A year later he returned to South Australia, and shortly afterwards became associated with the late Dr. Toll in practice at Port Adelaide. At the outbreak of the Boer war the latter gentleman accompanied the First Contingent of South Australian volunteers to South Africa, was invalided, and died upon his return to Adelaide. The entire practice then fell into Dr. Gething's hands, who, in addition to his private work, fulfils the duties of Medical Officer for Port Adelaide, and is surgeon to a considerable number of friendly societies. In 1906 he was nominated as Health Officer to the Government of South Australia, having discharged the obligations of this office for several years prior to his formal appointment.

The late Dr. GEORGE BOLLEN. Among the names of those who have taken a leading part in building up the City of Port Adelaide and its kindred institutions that of Dr. George Bollen must be given a foremost place. The late gentleman was born at Brighton, Sussex, England, on April 12, 1826, and in 1854 left England for South Australia in the sailing vessel "Albemarle," landing at Port Adelaide in December of the same year. In the following year he went to Mount Barker with his wife and family, and resided in that town until 1872. Dr. Bollen then

went to America, and entered the Hahnemann College of Chicago, where he gained his medical degree, which entitled him to practise in



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DR. GEORGE BOLLEN.

any portion of the United States. He subsequently returned to Australia *via* England and settled permanently at Port Adelaide. Dr. Bollen soon acquired the reputation of being a highly-skilled physician, and gained much distinction as a homœopathist. In 1882 he came into conflict with the Medical Board, who refused to recognize his diploma, but on a resolution being passed in Parliament the Chief Secretary gave him authority to issue certificates of death, and later, by order of the Supreme Court, he was registered as a duly qualified medical practitioner under the Medical Act of 1880. The doctor was a member of the America Institute of Homœopathy, and was appointed consulting homœopathist in connection with the World's Convention at Chicago. He took an active part in public affairs, and contested the seat for Port Adelaide in

1890, but through the lack of an organizing committee suffered defeat. He then became a candidate for the Central District in the Legislative Council, but was unsuccessful. With the early history of municipal affairs Dr. Bollen's name will always be associated. He was a Councillor of the Port Adelaide Corporation for many years, and in the year 1883 was elected for the Mayoral chair. During the fulfilment of his term of office the Robinson Bridge was opened by His Excellency Sir W. C. F. Robinson, and to mark the event Dr. Bollen gave a banquet, which was conducted on purely temperance principles. He was a well-known preacher in the Wesleyan Methodist denomination, and in addition to preaching at Port Adelaide he frequently occupied the pulpit of the Dunn Memorial Church at Mount Barker. He was one of the founders of the Port Adelaide Seamen's Mission, was its first President, and held that position up to the time of his decease. He was President of the British and Foreign Bible Society for several years, and was a staunch Reclabite, being a total abstainer. He was a most original thinker and speaker, and whenever he appeared on the platform was heartily welcomed by friends and opponents alike, as his wit and sarcasm carried great force amongst his hearers. Dr. Bollen, who was held in high esteem by all who knew him, was known for his many charitable acts, which were widely distributed, as the nature of his calling made him familiar with the necessities of a large number of deserving people. His death occurred in Adelaide on September 22, 1892.

CHRISTOPHER BOLLEN, M.D. (University of Toronto, Canada), Health Officer of the City of Port Adelaide, is a native of South Aus-

tralia, having been born at Mount Barker in the year 1866. He is the second surviving son of the late Dr. George Bollen, who came to Australia from England in 1854. Dr. Bollen received his education at Prince Alfred College, and upon its completion proceeded to Canada, where he entered upon the medical course at the University of Toronto, graduating in 1888. He then returned to South Australia, and in 1889 settled at Port Adelaide, where he has engaged in the practise of his profession ever since. In 1898 Dr. Bollen received the appointment of Health Officer to the Port Adelaide Corporation, and subsequently accepted a similar position in connection with the Woodville District Council. Dr. Bollen, who is a member of the Adelaide Lodge of Freemasons, was married in 1889 to Helen, daughter of Mr. James Ballantyne, a very old



Hammer & Co., Adelaide.

DR. CHRISTOPHER BOLLEN.

resident of Port Adelaide, and has a family of two daughters. His private address is "Clovelly," Woodville.

CITY OF UNLEY.

The Unley Corporation dates from the year 1871, when the four townships of Unley, Parkside, Fullarton, and Goodwood were proclaimed a separate municipality. Four wards were established, which still remain intact, notwithstanding several attempts to either divide or increase the number of the wards. They were named after the townships, which contained much the greater part of the population, Unley being the central and larger portion, Parkside a small township in a sub-

division of a section or two fronting the South Parklands, Fullarton on the south-east, and Goodwood to the west. These were then comparatively small villages with about 275 houses all told, much the greater part of the 3,424 acres comprised in the Corporation being occupied by farmers or graziers. Within the town of Unley, as thus constituted, there were 2,000 inhabitants, the number necessary to obtain a severance from the Mitcham District, and to claim the title of a corporate

town, with the privileges that are conferred with municipal government.

Thirty-five years after its incorporation, on November 8, 1906, the "Town" was proclaimed a "City," having increased its population from 2,000 to 21,500, which was proved by a census taken on September 15, 1906, under the Municipal Census Act of 1905. The principal provision of this statute is that when the inhabitants of any municipal town exceed 20,000 the Corporation is entitled to rank as a city. In point of age Unley is the third city in South Australia, Port Adelaide being the second, and Adelaide, of course, a long way the first. The elevation of Unley in civic status was celebrated on December 7, 1906, by a great demonstration on the Oval. Several thousand school children from fourteen public and private schools took part in the proceedings, and each of the scholars attending the twenty-one schools within the municipality—close on 4,000 in number—was presented with a medal struck by the City Council to commemorate the event. This medal has on the obverse side a representation of the new Town Hall, and on the reverse the words "City of Unley," with a border inscribed "Incorporated 1871. Declared a City 1906." Each member of the Council at the time of the proclamation, also every officer, was also supplied with a silver medal recording, in addition, his name and official position. Much interest was taken by the townsfolk in the event, and the gala-day was a time of festivity for young and old. Subjoined is a list of the successive Mayors of Unley, and of their years of office:—

J. H. Barrow	...	...	1871, 1872
L. Scammell	...	...	1873, 1874
H. Codd	...	...	1875, 1876
J. H. Bagster	...	...	1877, 1878
W. Townsend	...	...	1879, 1880, 1881
J. S. Greer	...	...	1882, 1883, 1884
G. Howell	...	...	1885, 1886
W. A. Hubble	...	...	1886, 1887
J. G. Jenkins	...	...	1888
W. Shierlaw	...	...	1889
J. O'Connell	...	...	1890
J. V. Smith	...	...	1891
C. G. Gurr	...	...	1892, 1900
T. Smith	...	...	1893
T. C. Holland	...	...	1894, 1895, 1896
W. Dring	...	...	1897
T. Bruce	...	...	1898, 1899
A. Mackie	...	...	1901, 1902
J. H. Chinner	...	...	1903, 1904
J. H. Cooke	...	...	1905, 1906

Several of the names included in the foregoing list have become prominent in the civic and political affairs of South Australia. The Hon. J. H. Barrow, the first Mayor of Unley, was for many years a member of Parliament in either the House of Assembly or the Legislative Council, was Treasurer in the Ayers Ministry of 1872, and filled many public offices. He was the

founder of the *Advertiser and Chronicle*, of which he was part proprietor and editor until the time of his death. Mr. L. Scammell, the second Mayor, was a member of the first Parliament of South Australia, representing the District of West Torrens in the House of Assembly, and when Unley became a City he was the only survivor of that body. Mr. W. Townsend, who was most energetic in all public service, and whose wife laid the foundation-stone of the Town Hall in May, 1880, had been Mayor of Adelaide in 1864 and 1865, the responsible period when the new Town Hall was built and opened. He represented the District of Sturt in the House of Assembly for several sessions, and during his Parliamentary career was Chairman of Committees for a considerable time, besides which he thrice held office as Minister of the Crown. Others than those mentioned who still survive have taken an active share in the Corporation of the City of Adelaide.

The City of Unley comprises most of the southern suburbs of Adelaide, and is pleasantly situated, having for its background the Mitcham and Glen Osmond hills—the foothills of the Mount Lofty Range. The general contour of the country within the municipality is a well-defined slope from the foot of these hills in a north-westerly direction towards the sea-coast; consequently, although much water in flood times flows into the city from the hills and gullies, the fall in the direction mentioned is so great that any sudden accumulation of storm-waters is quickly carried away into several natural watercourses. The Corporation is bounded on the east by the Glen Osmond or Great South-Eastern Road; on the west by the Glenelg and South Road; on the north by the South Park-lands, which form the southern boundary of the capital; and on the south by the northern boundary of the District of Mitcham.

In 1871, at the time of its incorporation, Unley was an agricultural and rural district, comprising the northern portion of the District of Mitcham, but its salubrious situation and its adjacency to the capital city, together with good roads, affording easy means of transit to and fro, and its hygienic conditions, soon brought it under the favourable notice of persons seeking sites for suburban residences. Its progress was immediately established, and in a few years it was transformed into an important residential town. Very little of the heavily-timbered country existing in the early days now remains. The Black Forest, situated to the west, which has many bushranging reminiscences, and some parts of Unley Park, through which the Brown Hill Creek runs, preserve good specimens of the Australian gum-tree. Unley Park is a beautiful and charming locality, now studded with magnificent residences and splendid fruit- and flower-gardens. The only other portions which retain an aspect of pioneering days, when towering blue- and red-gums and peppermint-trees grew, are a part of Myrtle Bank, just at

the foot of the Glen Osmond hills, and a portion of Fullarton, near by, once noted for its gardens and vineyards, bordered by the farms of the late Wm. Crossman, W. Ferguson, and J. Frew, some of the early settlers.

Unley derived its name from the wife of the late Mr. Thos. Whistler, who, 50 years ago, held for agricultural purposes several of the sections abutting the western side of the Unley Road, then and for years afterwards called the Bull's Creek Road. When Mr. Whistler subdivided his section into allotments, he called the subdivision the Township of Unley, after his wife, some of the streets he named after his child-

nate architectural design. Wooden buildings are strictly prohibited, the Councils of the past twenty-five years, or more, having taken full advantage of permissive clauses of the Municipal Corporations Acts, giving power in the direction of prohibition of inflammable structures. The streets are well laid out. The roads are macadamized with a white-coloured metal of good road-making qualities, and similar to that used for the making and maintenance of roads in Adelaide and adjacent corporations. The water supply is from the Happy Valley Reservoir, the large trunk main passing through Goodwood Ward, *via* the Goodwood



Photo by T. McGann,

NORTHGATE STREET, UNLEY PARK.

Adelaide.

ren, and so old Unley has streets called Mary, Arthur, and Thomas.

No other suburban corporation is so exclusively residential in character as Unley. Factories and other labour-employing establishments are practically non-existent within its limits. No noxious trades are carried on, and the extinction of even the butchers' slaughtering premises, for small animals and pigs, is only a question of time and suitable legislation.

The dwelling-houses and other buildings, with very few exceptions, are constructed of stone or brick, roofed with galvanized iron, and many of them of or-

oad to Adelaide. Nearly the whole of the municipality is within the deep-drainage area, so that cesspits and water- or earth-closets only exist in outlying parts, and, consequently, this, together with plenty of open space, maintains good sanitary conditions. No impure water is allowed to flow from yards into the street side channels or water-tables. House refuse and garbage is removed from every building once a week, and disposed of for fertilizing purposes on a farm at Spring Bank, near the hills.

Infectious diseases are dealt with under the Health Act, 1898; patients suffering from infectious or con-

tagious diseases are kept under observation and isolated, and houses are disinfected in such cases under the direction of a Medical Officer of Health and a trained nurse inspector. The milk supply, dairies, and cowyards are controlled by an Inspector of Dairies and Dairy Cattle, who holds his appointment under several combined metropolitan Boards of Health, including Unley, thus bringing all dairymen and milk-sellers under the same regulations and conditions. Several of the streets are lighted with gas, supplied by the South Australian Gas Company, also by acetylene-gas, and in outlying parts kerosine lamps are used; but these are quickly giving place to coal and acetylene gas-lamps.

Unley has within its boundaries 42 townships, the most important of which are:—Parkside, North Unley, Wayville, Unley Park, Hyde Park, Millwood, New Parkside, Malvern, Malvern Extension, Parkside South, Fullarton, Fullarton Estate, Highgate, Goodwood, Goodwood West, Goodwood Park, Clarence Park, and Forestville.

The South line, or Hills Railway, to Victoria, and the Glenelg Railway both pass through the city by way of Goodwood. Four tramways from Adelaide run through the city, namely, *via* the Unley Road to Mitcham, about four miles; *via* the King William Road to Hyde Park, about two miles; *via* the Glen Osmond Road to Glen Osmond, about four miles; and *via* the Goodwood Road to Clarence Park, about three miles. Unley people have, therefore, a strong interest in the electrification of the trams.

The old Town Hall was built in 1880. It was then considered a fine building, and recently it has been enlarged—practically rebuilt—at a cost of £5,000. The new Hall will have a seating capacity for 1,250 persons, and superior accommodation and accessories for concerts, entertainments, etc. There will also be provided improved and more commodious municipal offices, etc. Four Institutes, which have Circulating Libraries and reading-rooms, are in operation. The Unley Institute was established in 1883, that at Wayville in 1904, the Parkside and Eastwood Institute in 1900, and the Goodwood Institute in 1887. The two last-named have been transferred to the Corporation, to be held in trust, and managed as institutes under the several Acts regulating such institutions.

Within the municipality, at Unley, Goodwood, and Parkside, there are three post offices and telegraph stations and Savings Bank agencies; also three police stations in the same localities. It is a fact worth noting that within the area of $5\frac{1}{2}$ square miles forming the municipality only seven hotels are to be found. Churches of all denominations are both spacious and numerous, and there are four public or model schools, besides many primary and secondary private schools, including Concordia College, Kyre College, and the Ladies' Methodist College. The Home for Incurables; "Minda," the

home for weak-minded children; the Catholic Female Refuge; St. Vincent de Paul's Orphanage; and the District Trained Nursing Society are the principal charitable institutions. But in this enumeration it is not claimed that Unley exclusively either provides for their support, conducts their management, or absorbs their advantages.

The Unley Oval, comprising nine acres, is situated in the centre of the Township of New Parkside, and close to the Town Hall. It is a favourite recreation-ground—the property of the Corporation—and is under a 21-years' lease to the Sturt Cricket Club. All seasonable sports are played on this oval by premier clubs, including football, cricket, lacrosse, and bowls. The Sturt Club is prominent in cricket and lacrosse, and has been so for several past seasons. The oval has a picturesque bowling-green and bowls-house and pavilion. It was on this oval that an All-England Eleven was defeated, and where Mr. H. Hay—a Sturt man—proved a destructive bowler against the Englishmen.

It should be mentioned in this connection that the name of Sturt was the old electorate district, of which the Unley Corporation then formed the greater part, so far as electors were concerned; but the district has been enlarged, and is now known as East Torrens for the House of Assembly and the Central District for the Legislative Council. Thus the sports clubs have kept their original definition of "Sturts," the colours being Oxford and Cambridge blue, commonly called the "two blues."

A reserve has recently been secured by private enterprise at Glen Osmond for recreation purposes, and named the Myrtle Bank Recreation-ground. The Corporation has in view a recreation-ground at Goodwood; and the South Park-lands, belonging to the City of Adelaide, bordering on the municipality, affording wide scope for recreative purposes, are extensively utilized by Unley residents.

The Corporation has, during the past few years, energetically taken up street tree-planting as a municipal undertaking, and already many of the streets have assumed an aspect of greater beauty, the trees affording splendid arboreal shade. In connection with this work a nursery for rearing trees has been established. The Council has its own quarry at Glen Osmond for procuring metal and other materials for street works, and from this property there were obtained and used on streets during the past four years nearly 70,000 yards of metal, etc.

In various ways the recent development of the municipality is remarkable. The progress is only shown in part by statistics, for not only has the population increased and the number of dwellings multiplied, but the style of domestic architecture has improved, and the general air of comfort and prosperity is plainly discerned. There are hundreds of workmen's cottages, with

neat gardens, many of which are owned by their occupants; neat villas are to be seen almost everywhere; while well-built and well-appointed homes are springing up on every side with great rapidity. It is in the light of these general observations that the following statistics, compiled by the Town Clerk, Mr. J. B. Miller, and his comments upon them, taken from his report on the census of September 15, 1906, should be read and considered.

Mr. Miller says:—"The State census of 1901 gave an average of 4·80 persons per house—that is, for houses inhabited and uninhabited, and the latter included not only empty dwellings, but buildings not used for habitation. This census gives 4·83 persons per habitable building, including only empty habitable buildings; therefore a fair estimate for visitors is ·03 per house, or a total of about 132 gained by visitors. The population is 21,250, of whom 11,890 are adults, and 9,360 are under the age of 21 years. Females are in excess of males to the extent of 2,218.

"Since 1901, the year of the last decennial State census, the increase of population has been 3,098, about 620 yearly; and since 1871, the year of incorporation, the net gain has averaged 550 yearly. The largest increase during the latter period was between the years 1891 to 1901, when 672 was the average yearly addition, and from 1881 to 1891 it was 593. During the past twenty-five years the inhabitants have increased at the rate of 630 yearly, or a total during that time of 15,754. I am not in possession of data, but I venture to say that very few, if any, of the towns in the Commonwealth can show such rapid progress; that is, towns, the conditions of which are, like the Town of Unley, purely residential. The population per acre is only 6·20; the total acreage is 3,424, about 5½ square miles, and the buildings per acre 1·30, these figures evidencing the fact that there is still plenty of room for expansion.

"Habitable buildings total 4,392, having 23,128

rooms, or an average of 5·26 rooms to each. The average persons per building are 4·83, and rooms per person 1·08, showing that the evils of overcrowding have not yet entered the community, and that generally the dwellings are of good size. Five- and six-roomed houses total 1,968, and three- and four-rooms 1,497, while 626 have seven and eight rooms, and 168 up to ten rooms. Since the year 1871 buildings have been erected at the rate of 119 per year, and from 1891 to date a total of 2,188, or nearly 146 yearly during the past fifteen years. All of these are of a substantial nature, mostly of the villa type, the material of construction being stone and brick, with few exceptions. Of the total buildings, only 66 are constructed wholly of galvanized iron or wood. The fact that there are 222 shops and business places in the municipality seems to indicate

that the residents are inclined in the direction of shopping locally. The assessment in 1871 was £9,866, and is now £131,667, giving an average yearly increase of £3,480."

The following comparative summary of population, buildings, assessment, and names on the citizens' roll at the end of each decade since the date of incorporation (1871), and for

the last five years, presents the ratio and average of growth in these particulars in a kind of bird's-eye view:—

Year.	Population.	Buildings.	Assessment.	Names on Citizens' Roll.
1871	2,000	282	£ 9,866	344
1881	5,496	1,240	37,773	2,054
1891	11,429	2,282	79,083	3,772
1901	18,152	3,838	116,780	5,650
1906	21,250	4,470	131,667	6,419
Average Yearly Increase since 1871	550	119	3,480	173

Other particulars furnished by the Town Clerk tell the same tale of sustained progress. The general rates in 1871 amounted to £493, and in 1906 to £6,583,



Photo by T. McGann.

UNLEY FIRE BRIGADE.

Adelaide.

while the total revenue of the Corporation was multiplied tenfold, having risen from £1,212 to £12,862. Within the same period the number of streets went up from 35 to 257, and their length from $14\frac{3}{4}$ miles to 87 miles, the extent of metalled streets being also multiplied tenfold, from 7 miles in 1871 to 71 miles in 1906, while there were $13\frac{1}{2}$ miles and $40\frac{1}{2}$ miles of tarpaving.

This record plainly indicates that the Corporation has not only had a succession of efficient Mayors and public-spirited Aldermen and Councillors, but has been well served by its officers. The first Town Clerk, Mr. J. Waterman, held the office from 1871 to 1873, when he resigned. Mr. John Miller was chosen as his suc-

cessor, and held the position from that time until his decease in September, 1903, a period of thirty years. At the time of his appointment Mr. Miller was Clerk of the Burnside District Council, and he had previously for twelve years been Overseer of Main Roads under the Central Road Board. In testimony of its appreciation of the long and faithful services rendered by Mr. Miller, the Corporation erected an iron memorial fountain, of handsome design, and about twelve feet high, which stands in front of the Town Hall. He was succeeded by his son, Mr. John B. Miller, who had entered the service of the Corporation as assistant Town Clerk in 1880, and now has the honour of being the first Town Clerk of the newly-proclaimed City of Unley.

JOHN HERBERT COOKE, Mayor of Unley, was born at Payneham, near Adelaide, on August 3, 1867, and is the third son of the late Mr. Ebenezer Cooke, Commissioner of Audit of South Australia, mention of whom is made elsewhere in these pages. Mr. Cooke received his scholastic training at the Glenelg Grammar School and the Norwood Commercial College, completing his education at St. Peter's College, where, in 1883, he was science prizeman. He then entered the Locomotive Department of the South Australian Railways, where some five years were spent amongst machinery in the engine-fitting department and in the drawing office. In 1889 Mr. Cooke decided to take a short term at marine engineering before commencing business on his own account, and accordingly joined the engineers' staff of Lund's Blue Anchor Line, and served in the s.s. "Murrumbidgee" and the s.s. "Bungaree," between Adelaide and London. Whilst in London he made preliminary arrangements to join the staff of a steamer bound for the Baltic, but with a presentiment of impending danger changed his mind at the last minute. Four days later the ship was reported wrecked on the Danish coast. In 1890 Mr. Cooke assisted in designing and erecting machinery for the Mildura Irrigation Colony, and the close of the same year found him established in business in Adelaide as a consulting engineer and draftsman. He then turned his attention to the study of patent law and kindred subjects, and in 1893 obtained his certificate to practise before the Commissioner of Patents. Since that date he has continued to carry out his profession as a Consulting Engineer and Patent Attorney, with offices in Australasia Chambers, King William Street, Adelaide.

In the past Mr. Cooke has taken a keen interest in literary societies' work, lecturings, and elocutionary recitals being his particular forte. He was also a member of the Union Parliament in its earlier days. Mr. Cooke has been a prominent member of the I.O.O.F., filling the highest positions obtainable in the Order in South Australia. He is a member of the Masonic fraternity, holds the rank of Past Master of one of the



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MR. JOHN HERBERT COOKE.

leading Adelaide Lodges, and is a Past Officer of the Grand Lodge of South Australia. Mr. Cooke's municipal career commenced in 1890, when he successfully contested the seat for Parkside Ward in the Unley Council. He served as Councillor for four years, and on the retirement of Mayor Chinner in 1904 offered himself for the Mayoralty, to which he was duly elected by the ratepayers after a very keen contest. At the

wish of the Council Mr. Cooke again placed his services at the disposal of the ratepayers in 1905, and was re-elected to the Mayoral chair without opposition. In 1906 a census of the town was taken, and as the population exceeded the requisite number as fixed by statute, Unley was constituted a city. At the request of a large number of ratepayers Mr. Cooke for the third time offered himself for the Mayoralty, and by popular vote was returned as the first Mayor of the newly-proclaimed city. In 1898 Mr. Cooke married Harriet, a daughter of Mr. David Williams, of Adelaide. The foundation-stone of the new Town Hall, which was erected at a cost of approximately £5,000, was laid by the Mayoress on Saturday, March 9, 1907.

Alderman **ALFRED RICHMAN FULLER**, of the Unley City Council, is the eldest son of the late Mr. H. R. Fuller (who is referred to elsewhere in this work), and was born in this State in the year 1860. His elementary education was conducted at Whinham's North Adelaide Grammar School, whence he passed to Prince Alfred College, and after the completion of his scholastic course at that institution entered upon commercial life. After four years in the office of John Hill & Co., mail contractors, of Adelaide, Mr. Fuller became associated with the firm of Lorimer, Rome, & Co., in 1882; and some sixteen years later, upon the death of the proprietor, the late Mr. D. O. Palmer, he succeeded to the business. Mr. Fuller was joined in partnership by Mr. Percy Langsford, and the firm is carried on under the old name and style of Lorimer, Rome, & Co., at offices situated at 38, Waymouth Street, Adelaide. Its commercial dealings are those of general

commission merchants and importers, and include the agencies for the Law Union and Crown Fire Insurance Company and for the Upper Rhine Marine Insurance Company, Mr. Fuller was first elected as a member of the Unley City Council in 1897, representing Parkside Ward,



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MR. ALFRED RICHMAN FULLER.

and continued to act until 1899, when he paid a visit to America and Europe, remaining out of office until 1905. In that year, being asked to stand as Alderman, he again placed his services at the disposal of his fellow-citizens, and was duly elected. Mr. Fuller is keenly interested in outdoor sport, has been on the council of the Sturt Electorate Cricket Club ever since its inception, and is a member of the lacrosse and football clubs of the electorate. In 1884 he married Elizabeth, second daughter of the late Mr. Thomas Graham, of Blackwood Station, near Strathalbyn, and has a family of three daughters.

Alderman ALFRED SAMUEL LEWIS, of the Unley City Council, was born at Adelaide in the year 1856, and after the completion of his scholastic training at Prince Alfred College was apprenticed to the printing trade with his father. In 1891 he established the present business at the corner of Flinders Street and Gawler Place, Adelaide, carrying on under the style of A. & E. Lewis, printers and stationers, and has continued successfully ever since. Mr. Lewis has been identified with muni-

cipal life since 1899, when he was elected to a seat in the Unley Council, representing Goodwood Ward. He was returned unopposed at the various elections held until December, 1905, when the ratepayers, in recognition of his many valuable services, returned him at the top of the poll to the office of Alderman. He is identified with the Masonic fraternity, his mother lodge being the Lodge of Truth. He is also a member of the United Tradesmen Lodge, No. 4, the Holdfast, No. 30, S.A.C., the True Blue Lodge of Rechabites, and is a vice-president of the Prince Alfred Old Collegians' Association.

Councillor THEODORE JOHN CHARLES HANTKE, J.P. representing Unley Ward in the Unley Town Council, was born in Silesia.



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MR. THEODORE JOHN CHARLES HANTKE.

Prussia, in 1833, and was educated in his native country. In 1853 he came to South Australia, where he immediately became identified with the pastoral history of his adopted country. For upwards of thirty years he followed pastoral pursuits, but in 1884 came to Adelaide, and joined the firm of H. L. Vosz, and has been associated with this firm ever since, at the present time being a Director of the Company, which is so well-known throughout Australia, trading under the title of H. L. Vosz, Limited. Mr. Hantke has resided at Muncaster House, Victoria Park, Unley, for many years, and has always taken a deep interest in all matters of public concern. In 1905 his services were

sought by the ratepayers of Unley Ward to represent them on the Town Council of Unley, and on consenting to place his time and public gifts at their disposal he was duly elected. Mr. Hantke is a prominent member of the Masonic fraternity, his mother Lodge being the United Tradesmen's No. 4, S.A.C. He is a Past Deputy Grand Master, and also Treasurer of the Grand Lodge of Freemasons of South Australia, and a Trustee of the Freemasons Hall, Flinders Street, Adelaide.

Councillor FREDERICK TOMLINSON, who represents Unley Ward in the Unley City Council, is a native of England, having been born at Hessle, near Hull, Yorkshire, in the year 1860. At the close of his schooldays he served his apprenticeship to the building trade, and at the age of twenty-one years came to South Australia, where he started in business as a builder and contractor. Among the buildings that may be placed to his credit are Hustler's chemist's shop on Unley Road and the six shops at the corner of Frederick Street. So popular has his work become that he can claim to have built over sixty residences and shops in Unley alone. He is a member of the Builders and Contractors' Association of South Aus-



Hammer & Co., Adelaide.

MR. FREDERICK TOMLINSON.

tralia. Mr. Tomlinson resides at "Glenfern," Salisbury Street, North Unley, and takes a great interest in municipal matters, being one of the most constant attendants at the

meetings of the Council, to which he was elected in 1898 as representative for Unley Ward. This seat he has held ever since, with the exception of an interval of two months. He is identified with the U.A.O.D., being a member of the Britannia Lodge, Hyde Park. Mr. Tomlinson was married in 1886 to Rhoda, daughter of the late Mr. Henry Hayes, of Angaston, and has a family of one daughter and two sons.

Councillor **ARTHUR FREDERICK PEARSON**, representing Parkside Ward in the Unley City Council, was born in Adelaide on June 6, 1863, and is the eldest son of Mr. John Thomas Pearson, who has been for over forty years in the Postal Department of South Australia. On the completion of his education at a private school Mr. A. F. Pearson entered into business pursuits with the well-known firm of George Robertson & Co., booksellers and stationers, with whom he served his apprenticeship. During the ensuing ten years Mr. Pearson worked his way up through the various branches, and was appointed Manager in 1891, a post he still continues to occupy. Municipal affairs have always been a source of great interest to Mr. Pearson, who in 1904 aspired to a seat in the Unley Council, was duly elected, and has since proved himself an energetic worker in the interests of the municipality. He has used his influence in the direction of beautifying the city by tree-planting, and took a prominent part in moving his brother councillors to establish a municipal nursery. Mr. Arthur Pearson is a Justice of the Peace. He has been prominently identified with Friendly Society work, for many years being a P.D.C.R. of the Ancient Order of Foresters, and at the present time a District Trustee. Mr. Pearson finds recreation in his garden, to which he devotes much of his leisure time, and he is also fond of photography.

Councillor **WALTER DOLLMAN, JUN.**, representing Parkside Ward in the Unley City Council, was born at Adelaide in the year 1873, and is a son of Mr. Walter Dollman, who came to South Australia in the early forties. After completing his education at Moore's Pulteney Street School, he became identified with station life in New

South Wales for some years, and travelled through Queensland, the Northern Territory, New South Wales, and Western Australia principally with stock. Retiring from pastoral pursuits he settled in business in Adelaide in 1895, and is at the present time accountant to *The*



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Adelaide.

MR. WALTER DOLLMAN, JUN.

Advertiser Office. Mr. Dollman's range of interests is varied, embracing as it does civic, military, and literary affairs. He was elected as an Auditor to the Town of Unley in 1899, and four years later successfully contested the seat for the representation of Parkside Ward in the Town Council. He was made a Justice of the Peace for the province in 1905. Mr. Dollman holds the rank of Captain in the 10th Australian Infantry Regiment, commanding the West Adelaide Company, and in October, 1906, successfully passed the examination for field rank. He was a Vice-President of the Literary Societies' Union for two years. His literary efforts comprise a volume of stories which was published some years ago, and serial tales and other stories contributed to different papers. Mr. Dollman was married in 1898 to Rosetta, daughter of Mr. G. A. Payne, a farmer of Rhine Villa, Murray Flats, and has a family of one daughter and two sons. His private residence is at "Crefield," Malvern.

Councillor **EDWARD JAMES THOMAS**, representing Fullarton Ward in the Unley City Council, was

born at Unley in 1869, and is a son of the late Mr. Daniel Thomas, who came to South Australia in 1851, and was one of the first employes of the Unley Corporation. Mr. E. J. Thomas was educated at the Grote Street Public School, under Mr. Alexander Clark, and on the completion of his studies at that institution further qualified himself as an accountant, and since January, 1889, he has been identified with the firm of W. C. Rigby, wholesale and retail stationer and bookseller, King William Street, Adelaide. Mr. Thomas, who resides at Fullarton, has always taken an active interest in local public affairs. In 1904 he was elected as Councillor for the Fullarton Ward in the Unley Town Council at an extraordinary election, and in the following year was re-elected unopposed. He is one of the foundation members and a trustee of the Southern District Literary Societies Union, in which he also occupies the position of Vice-President. Mr. Thomas belongs to the Rechabite Order, and, in addition to his other public services, he fills the post of Superintendent of the Eastwood Methodist Sunday-school and is a local preacher in the same Connexion. He was married in 1898 to Lydia Adelaide, daughter of the late Mr.



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MR. EDWARD JAMES THOMAS.

Charles Bishop, of Mitcham, and has a family of four sons and one daughter.

ARCHIBALD MACKIE, Ex-Mayor of Unley, was born at Aberdeen, Scotland, in the year 1853.

Upon the conclusion of his education at Innis's English Academy he served an apprenticeship to the ironmongery trade, and while still quite a youth emigrated to Victoria. In 1877 he came to South Australia, and entered the employ of J. Colton and Co. (now known as Harrold,



Hammer & Co., Adelaide.

MR. ARCHIBALD MACKIE.

Colton, & Co.) in the capacity of traveller. He identified himself with the South Australian Commercial Travellers and Warehousemen's Association in the very early days of its existence, and was Honorary Treasurer and President of this institution for terms of two and three years respectively. Mr. Mackie accepted the appointment of General Secretary in 1892, and since submitting the scheme for the present club premises on North Terrace, which was adopted in 1904, he has devoted all his time to the affairs of the Association, and by his loyalty to its welfare has won the confidence of all its members. He acts as South Australian correspondent to *The Australasian Traveller*. He has occupied the post of President of the Justices' Association, and is a Vice-President of that body. Mr. Mackie has always taken an active interest in all local affairs, and in 1891 was elected to the position of Councillor of Unley. He subsequently filled the mayoral chair for two years, during which period two notable events took place, viz., the death of Queen Victoria, and the opening of the Federal Parliament. He was the promoter of the first Art Loan Exhibition held in the municipi-

pality, and interested himself in the founding of the Adelaide Literary Society, in conjunction with the late Rev. William Roby Fletcher, M.A. He was for some time identified with the craft of Freemasons as a member of the Holdfast Bay Masonic Lodge. He has been a member of the Board of Management of the Adelaide Hospital for the past nine years, the last three or four of which he has been Chairman of the Finance Committee. Mr. Mackie's recreations are those of the library and billiard-room. He was married in 1877 to Josephine Saxe Gee, of Melbourne, and has a family of two sons and one daughter.

JOHN HENRY CHINNER, Ex-Mayor of Unley, was born at Brighton, South Australia, in 1865, and is a son of the late Mr. G. W. Chinner. He received his scholastic training at Prince Alfred College, and on the completion of his studies entered into mercantile pursuits, and is now the Manager of the Atlas Assurance Company and Commonwealth Insurance Company. He was Chairman of the Fire Underwriters' Association of South Australia, and occupied the Presidential chair of the Prince Alfred College Old Scholars' Association in 1899. In 1899 the ratepayers of Fullarton Ward elected him their representative in the Unley Council, a position he held for four years, and in 1903 he became a candidate for Mayoral honours, and occupied the Mayoral chair for two years. During these six years he applied himself assiduously to municipal work, and made an ideal Mayor. As a cartoonist Mr. Chinner enjoys an Australian reputation, the productions of his clever pen appearing in the *Bulletin*, the *Critic*, the *Review of Reviews*, and the *Express*. In literary society work he has proved a good debater and a short-story prize-winner at the South Australian Literary Societies' Union competitions. His hobbies are cricket and bowls and botanizing. He is a staunch member of the Methodist Church, holding the offices of Vice-President in the Conference Sunday-school Department, Treasurer of the Book Depot, and Superintendent of the largest of the city and suburban Sunday-schools. He has contributed in no small degree to building up a large and well-conducted school at Parkside.

ARTHUR BROWN, Ex-Alderman of the Unley City Council, was born at Wivelscombe, Somerset, England, in the year 1845. He received his early education in his native country, and subsequently served his apprenticeship to the boot trade as a boot-closer. At the age of nineteen he came to Australia, landing in Sydney in 1864, and after eighteen months in the mother State proceeded to Adelaide. Here he entered the firm of Mr. W. H. Formby, stable proprietor, with whom he remained for nearly ten years. After a period of five years spent at Teatree Gully he returned to Adelaide, and renewed his connection with the firm, now carrying on under the style of Formby & Boase. In 1887 this partnership was dissolved, and Mr. Brown started in business on his own account at his present premises, 103, Pirie Street, Adelaide, where he has continued ever since. Mr. Brown has always evinced a keen interest in the public affairs of his adopted country, and in 1899 he was elected to a seat in the Unley Council, serving as Councillor for two years. After a year out of office he was elected again as Alderman. The Masonic fraternity claims Mr. Brown as a prominent member, his mother Lodge being the St. An-



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MR. ARTHUR BROWN.

drew's, No. 19, S.A.C. He took a great interest for some years in the Foresters' Friendly Society, and is the Provincial Grand Master of the Independent Order of Oddfellows, Manchester Unity, taking a leading part in this Order. He has also been through the various chairs of the

constitution of Foresters, is a Trustee of the Adelaide District of the I.O.O.F., M.U., and also of the Albion Lodge, M.U., and Trustee of the Parkside and Eastwood Institute. Mr. Brown still carries on his livery, bait, and letting business at Tattersall's Stables, Pirie Street. His private residence is at Fullarton Estate.

ISAAC ROWE KILlicoAT, Councillor of Unley Corporation for a period extending over five years (1900-1905), is a native of South Australia, having been born at the Burra in the year 1863. He is the only son of the late Mr. John Rowe Killicoat, who came to South Australia in 1852, and a grandson of the late Captain Killicoat, who represented the English and Australian Copper Company, living at the Burra. Mr. Isaac R. Killicoat was educated at Whinham College, North Adelaide, and on the completion of his scholastic course served his apprenticeship with Messrs. F. and S. Sach, ironmongers, Adelaide. In 1885 he became associated with the Imperial Building Society, and seven years later was promoted to the office of secretary, a post he still retains. The offices of the Society are situated at Albion Chambers, 18, Waymouth Street, Adelaide. Mr. Killicoat secured his diploma as a fellow of the Federal Institute of Accountants of Australia in 1901. He has long figured prominently in the affairs of the

district in which he has resided since 1878, and has taken advantage of every opportunity that presented itself to forward the interests of the municipality. For many years Mr. Killicoat was a trustee of the Unley



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MR. ISAAC ROWE KILlicoAT.

Institute, but it was not until 1900 that he entered the municipal arena as a candidate for Unley Ward. He successfully contested the subsequent elections, and retained the seat for five years, when he retired and did not seek re-election. Mr. Killicoat, who is a Justice of the Peace, has been connected with the Unley Oval as a committeeman from the time of the inauguration of the Sturt Club.

He is a member of the U.A.O.D., having been associated with that body for many years, and is a Past Arch Druid, having been through all the chairs of the Britannia Lodge, Hyde Park. He has also been a member of the Ancient Order of Foresters for upwards of a quarter of a century. Mr. Killicoat resides at "The Gables," a charming villa situated on the King William Road, Wayville, where he interests himself in horticultural pursuits. He was one of the first members of the Southern Suburban Horticultural and Floricultural Society, and has since taken an active part in stimulating interest in its affairs. In 1897 Mr. Killicoat married Annie, a daughter of Mr. George Parkin, of Adelaide.

JAMES CHAPMAN BAILEY, of "Rockville," Unley Road, Parkside, is a native of South Australia, having been born in the City of Adelaide in the year 1852. He is the second son of the late Mr. Edward Richmond Bailey, who came to this State in 1848, and was for many years connected with the building and contracting trade in Adelaide. The subject of this notice was educated principally at Mr. Thomas King's school at Port Adelaide, from which he removed to a city academy conducted by Mr. Martin, completing his education at Mr. Mitton's school, Waymouth Street, Adelaide. After spending two years in the office of Mr. J. M. Martin, solicitor, of King William Street, Adelaide, and a like period with A. Simpson and Son, he entered into business as a builder and contractor, and for twelve years followed this trade, during which time he studied architectural work and land-surveying. In August, 1875, Mr. Bailey entered the Unley Corporation as Town Clerk and Surveyor, and after filling this position for five years resigned it in order to devote himself to architectural work, retaining, however, a connection with the Corporation as Councillor and Auditor. He continued this profession for a few years, and then became proprietor successively of the Hyde Park Hotel and Buck's Head Hotel, St. Peters. Here he interested himself in municipal affairs, and was elected Councillor of St. Peters, representing Stepney Ward in 1888, and two years later was endowed with mayoral honours. An interval of private life at Unley followed, at the end of



Photo by T. McGann.

MR. KILlicoAT'S RESIDENCE, "THE GABLES," NORTH UNLEY.

which he was asked to take the Town Clerkship of St. Peters, which he held for some nine years. In 1903 he retired from active business life to his residence, "Rockville," Unley, where he is a property-holder. While a licensed victualler he took a great interest in the progress of the Licensed Victuallers' Association of South Australia, filling various offices as committeeman, auditor, and trustee for many years. Mr. Bailey is a prominent member of the Masonic fraternity, and is a Past Master of St. Andrew's Lodge, No. 19, S.A.C., filling the Worshipful Master's chair in 1890. He has been a member of this Lodge for about a quarter of a century. He is also one of the foundation members of the St. Peters Masonic Lodge, No. 47, S.A.C., and has held the position of Honorary Secretary to the Lodge since its foundation up to the present time. At the age of eighteen Mr. Bailey joined the M.U. Order of Oddfellows, but on account of frequent absences from town on business was unable to take office. In 1878 he became a member of the Grand United Order of Oddfellows, is a Past President of that Order, and has also acted on the Grand Masters' Council. In 1887, when he was Mayor of St. Peters, he was elected an honorary member of the Duke of Leinster Lodge, Stepney. In 1883 Mr. Bailey founded a

his removal from the district. The office was then filled by his brother until fourteen years later, when Mr. Bailey returned to the district and was re-elected to the position, which he has held ever since. In 1873 Mr. Bailey married Ellen, daughter of the late Mr. Robert Harrison, a well-known pioneer builder of Adelaide, who arrived in South Australia by the ship "Cleland," in December, 1839. His family consists of three sons.

WILLIAM NEVILLE, Ex-Councillor of Unley, was born at Port Melbourne on October 18, 1858, and received his education in his native place, at the age of twelve passing the Board of Education examination for pupil-teacher. He was subsequently apprenticed to the trade of block-making for shipping at Port Melbourne, but, owing to the decrease of sailing vessels by the introduction of steam, transferred his attention to general wood-turning. In 1881 Mr. Neville came to South Australia, and joined in partnership with Mr. S. Knapton, who was then proprietor of turnery works in Pulteney Street, and traded as Knapton Brothers. In 1895 the business was transferred to Unley Road, where, as Knapton Bros., turners and fuel merchants, Unley Road Turnery Works, a successful business is still carried on. Mr. Neville does his full share in supervising operations, the wood-turning department especially receiving his close attention, and for this class of work a very large market is found, not only in Unley, but also in the country districts, the firm having a big connection in Broken Hill. In 1897 Mr. Neville was elected a member of the Unley Town Council, representing Fullarton Ward. After retaining this seat for four years, he was returned as one of the first Aldermen for Unley, and filled this post for one term, but subsequently retired on account of ill-health. He was again invited to place his services at the disposal of his fellow-townsmen, but by this time the claims of his business had increased to such an extent that he was obliged to decline. Mr. Neville takes a deep interest in the I.O.O.F., and is a past officer of the Parkside Lodge. He finds his recreations in bee-keeping and gardening. Married at Adelaide in 1883, to Robertina, daughter of the late Robert Riddick, a sea-captain, he has a family of three sons and three daughters. The

eldest son is book-keeper in the office of Crawford & Co., Mount Lofty, and the youngest in the Lewis Cycle Works, while the second is employed



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MR. WILLIAM NEVILLE.

with his father in the business. Mr. Neville resides at Thomas Street, Unley.

The late **JOHN MILLER**, who for upwards of a quarter of a century was Town Clerk and Surveyor of Unley, the largest municipality suburban to Adelaide, had a most enterprising and adventurous career. Born near Glasgow on May 3, 1835, he was brought to Australia by his mother five years later. His father had been impressed into army service in India, and saw active service during the Sikh hostilities. He first worked in the counting-house of Mr. Andrew Russell, then Mayor of Melbourne; but was allured away to try his fortune on the Ballarat goldfield. He was fairly successful, and with the gold he had won started on a tour of the Australian colonies. Returning to the goldfields he met with little luck, whereupon he started upon a lonely tramp along the Bogan, Darling, and Murray Rivers, covering 1,000 miles. During the course of his wanderings he engaged in mustering, shearing, and such other bush work as fell in his way. For six months he drove the Wentworth and Swan Hill coach, experiencing many exciting adventures over unmade roads and swollen streams. Coming to Adelaide he was employed as overseer under the Central Main Road Board, having



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MR. JAMES CHAPMAN BAILEY.

Court of the Ancient Order of Foresters at Hyde Park, and held the position of Honorary Secretary for five years, relinquishing the post on

charge of the Bull's Creek Road and other main roads. He continued in that capacity for twelve years, during which he overlooked the new detour from the Mountain Hut Hotel



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MR. JOHN MILLER.

to the Eagle-on-the-Hill Hotel. He evinced a keen interest in literature and learned the basis of road-making and surveying, devoting all his leisure to studying. This knowledge enabled him to accept the position of Clerk of the District Council of Burnside, which he occupied for a year or more, and later the dual position of Clerk and Surveyor to the Unley municipality. He worked energetically in the interests of the ratepayers; instituted a good system of drainage, overcoming low-lying land troubles; and reduced the cost of kerbing and paving to a minimum. The Glen Osmond quarry, now owned by the Unley Corporation, was purchased on his recommenda-

tion, and materially reduced the cost of street maintenance. He laboured incessantly for the advancement of the town of Unley, which towards the close of 1906 was created a city. The late Mr. Miller contributed in no small measure to the success of Acts bearing on the work of municipal Corporations, being well versed in laws affecting local governing bodies, and he was likewise an authority on municipal finance. He died in September, 1903, and his memory is held in great respect by all who knew him. The Unley Council erected in 1904 a drinking-fountain to his memory, which stands adjacent to the Town Hall, and is a substantial and unique structure, built wholly of iron. An enlarged photograph of him also hangs in the municipal gallery, placed there by direction of the Council.

JOHN BARROWCLIFF MILLER, Town Clerk of the City of Unley, is the eldest son of the late Mr. John Miller, and was born at Fullarton, in the Corporation of Unley, on December 23, 1866. He was educated at various public schools in Adelaide and at Glen Osmond and Burnside, and afterwards served about twelve months learning the trade of a harness-maker. In December, 1880, a vacancy for a junior occurred in the office of the Unley Corporation, and he was appointed to the position. He filled various posts until he was promoted Assistant Town Clerk, which position he occupied until his father's death; and on October 12, 1903, he was appointed Town Clerk. He is likewise assessor to the City of Unley, and Secretary to the Local Board of Health. He has always taken a very active interest in his native town,

and has been assiduous in the discharge of his official duties. Mr. Miller has been through the chairs of the G.U.O.O.F., being a Past Grand Master of the Order. In his eighteenth year he joined the Infantry Corps, was Colour-Sergeant of a company for several years, and soon became a crack rifle shot. After eleven years' service with the infantry he received his discharge, and joined the field artillery, but resigned on obtaining the rank of corporal owing to pressure of official duties. He is a member of the Sturt Bowling Club and was Secretary and Librarian of the Unley Institute for some time. In 1891 Mr. Miller married Lavinia Emmeline, daughter of Mr. Charles Clark, of Adelaide, and has three



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MR. JOHN BARROWCLIFF MILLER.

sons and two daughters. He resides at Clyde Street, Parkside, and has lived in the Corporation of Unley nearly all his life.

KENSINGTON AND NORWOOD.

Municipal government was established in Kensington and Norwood under the provisions of an Ordinance (No. 11 of 1849) which was passed with a view to the resuscitation of the Corporation of Adelaide. By a proclamation in the *Government Gazette* of July 7, 1853, signed by the Hon. B. T. Finniss, Colonial Secretary, His Excellency the Governor, Sir H. E. F. Young, extended the operation of that Act to the "villages of Kensington, Norwood, and Marryatville." At the request of some of its leading residents, and with

the consent of the Corporation, Kent Town was added—being transferred from the East Torrens District Council—by Governor Sir R. G. MacDonnell in 1856. The proclamation constituted the inhabitants of the above-named "villages" a body corporate and politic, by the names of Mayor, Aldermen, Councillors, and Burghesses. The three Aldermen seem to have been nominated, in the first instance at least, by the Governor-in-Council; the Councillors were elected by the burghesses, or ratepayers; and the Mayor was chosen by the

votes of the Council from among their own number. This mode of electing the Mayor was continued until 1861, since when the choice has been made by the general body of ratepayers. The manner of proceeding in the earlier years was quaint and formal, almost to solemnity, as appears from the following extract from the Corporation minute-book:—"At a quarter-past twelve the Chairman, having deposited in an urn, appointed for the purpose, his voting-paper, signed by himself, whereon was written the name of the person for whom he voted to be Mayor, and having received from each Alderman and Councillor a similar voting-paper, signed by the Alderman or Councillor presenting it, and having waited an hour, and the said presiding member and scrutineers having examined the said voting-papers, declared Charles Bonney, Esq., to be duly and unanimously elected Mayor of the said town."

Mr. Bonney, who thus received the honour of being the first Mayor of the first suburban corporation to be established in South Australia, had done valuable pioneer work in the earlier years. He came out to Sydney in 1834 as clerk to one of the Supreme Court Judges, but apparently preferred a country life, for in eighteen months he was resident at a station on the River Murray. Thence, in 1839, he explored a new route to the Port Phillip district, and two months later took a mob of 10,000 sheep over the new track. The same year he was one of Mr. Hawdon's party, which brought a mob of cattle to South Australia, *via* the north-west bend of the Murray, and shortly afterwards struck out a fresh line from Portland, keeping nearer the coastline. The way was thus opened for sheep and cattle to be brought overland instead of by sea, to the very great advantage of the young colony. Mr. Bonney was offered the post of Commissioner of Crown Lands by Governor Grey in 1842, and held that position for many years. He also served the colony in Parliament.

During the four years of Mr. Bonney's mayoralty the work of organization had to be effected, and the work was sufficiently arduous. Experience had been gained by the troubles and errors through which the City Corporation had struggled, and which doubtless served as warnings. The wave of prosperity which had come with the return of population and the influx of gold from the Victorian goldfields, was all in favour; but everything had to be done. There were officers to be appointed and their work defined, streets and footpaths to be laid out, and cleared, not only of scrub, but of the forest giants; footbridges were required over the creeks; and an assessment, while an absolute necessity, was a special difficulty. When Mr. Bonney relinquished office, however, things had been wrought into shape, and he received from the Council a letter, engrossed on parchment, expressing its very high appreciation of his valuable services.

The following is a list of the Mayors of Kensington and Norwood, and of their years of service:—

Charles Bonney	...	1854, 1855, 1856, 1857
F. B. Carlin	...	1858, 1859, 1860
F. N. Scarfe	...	1861
Thos. Taylor	...	1862, 1864
D. Fisher	...	1863, 1865
W. C. Buik	...	1866, 1867
Sir E. T. Smith	...	1868, 1869, 1870 (pt.), 1872, 1873
M. Kingsborough	...	1870 (pt.), 1871
H. Hughes	...	1874, 1875
S. D. Glyde	...	1876, 1877, 1878
D. Packham	...	1879, 1880
T. Caterer	...	1881, 1882
K. St. B. Miller	...	1883, 1884
J. Bennets	...	1885
F. H. Wigg	...	1886
G. E. C. Stevens	...	1887, 1888
T. Gepp	...	1889, 1890
J. Hall	...	1891, 1892
T. White	...	1893, 1894, 1895
R. K. Threlfall	...	1896, 1897
Alfred Binks	...	1898, 1899
J. H. Mattingly	...	1900, 1901
W. H. Story	...	1902, 1903
H. J. Holden	...	1904, 1905, 1906, 1907

The chief executive officer of the Corporation is the Town Clerk, and, necessarily, very much depends on the manner in which he discharges the varied duties of his office. Kensington and Norwood, as a corporate town, has been well served by the gentlemen who have held that office, and fortunate, also, in the continuity of service two of them were able to render, which extended over nearly fifty of the fifty-four years the Corporation has been in existence. The first Town Clerk was Mr. J. E. Moulden, who had received a legal training in England, and was in practice as a barrister for several years before he came to South Australia. It is recorded that his legal knowledge was most valuable to the Corporation, and that in the fulfilment of his duties he was precise, painstaking, and methodical, while his courtesy towards all who had business relations with him was unflinching. At the time of his retirement in 1878, he had been Town Clerk for exactly twenty-five years, and he was succeeded by his son, Mr. Bayfield Moulden, who, however, retired on March 15, 1880. The third Town Clerk was Mr. John Letchford, whose term, like that of his immediate predecessor, was comparatively brief, covering about two years. Mr. G. W. Gooden, who succeeded Mr. Letchford, entered the service of the Corporation as Sanitary Inspector in 1875. Other appointments, including those of Rate Collector, were afterwards conferred upon him. He became Acting Town Clerk in 1882, and, accordingly, when appointed to the office of Town Clerk in December of that year, he had the advantage of close acquaintance with all the departments of municipal business. His urbanity of disposition, thorough knowledge of municipal legislation and procedure, and invariably readiness to advise or assist everyone who came to him for help, ren-

dered him exceedingly popular. A handsome testimonial was presented to him in 1900, on the completion of his twenty-fifth year of service under the Council, and when his health failed about three years afterwards he was relieved of some of his duties, and his son, Mr. C. H. Gooden, was appointed as his assistant. This arrangement continued for about two years, when Mr. C. H. Gooden met with an accident which had fatal consequences. His brother, Mr. E. O. Gooden, took his place in the Corporation office, and eventually, on the death of Mr. Gooden, sen., in January, 1907, he was appointed Town Clerk.

When the town of Kensington and Norwood was approaching its jubilee the Council resolved to publish a history of its rise and progress. The outcome of this resolution was a volume of 245 pages, which deals not only with the chief events in the previous fifty years, but covers the pre-municipal period also. It contains a brief biographical sketch, with portrait, of each of the Mayors, an account of the Town Clerks and other principal officials, and is embellished with a great number of views of public buildings and handsome private residences. It bears internal evidence that much time and care had been spent in the effort to make it complete and accurate. For the purpose of the present writer, such a record is of special service, and its usefulness is fully acknowledged. As time goes on, both its interest and value must be greatly increased. At the time of writing, access was available, not only to official documents, but to living witnesses of unrecorded transactions and conditions, which will not always be the case. It would be well if the example of Kensington and Norwood were more extensively copied in this respect, for the sake of future generations, who otherwise can form no adequate idea of the transformation that has taken place within the memory of living men. The picture of the country between the Adelaide park-lands and the foot of the hills as it was when the first settler pitched his camp in Kensington is in such strong contrast with the appearance presented to-day that the former account is almost incredible, though it is in a measure confirmed by small patches of ground in which the remains of the virgin forest may still be seen, but which are becoming fewer in number and smaller in extent.

During the year following that in which the City of Adelaide was surveyed and sold, the village of Kensington was laid out, and allotments on it were sold in 1839. The section was selected by Mr. Andrew Jackson, of London, and one of the names on the grant was that of Charles Catchlove, who gave the place its name. At that time a forest of splendid red and blue gum-trees stretched clear across the plains and up the hill slopes, a few specimens of which still survive as unimpeachable witnesses; there was an undergrowth of scrub, and in some places groves of wattle scented

the air. Through the woodland roamed parties of aborigines, and on the tree-tops flocks of cockatoos, parrots, and parroquets were numerous. The black men disappeared before the white, and of the feathered aborigines it is the melancholy fact that the ubiquitous sparrow has almost driven them out.

Probably the first dwellings erected in Kensington were wooden houses brought out from England by the emigrants; but local materials were first used by Mr. Thorpe, who built his house of "pise," or mud and straw. Suitable clay for brick-making was soon found, and brickyards were opened in the very early days in Kensington, Marryatville, and Norwood. The remains of the Kensington brickyard, owned by Mr. Constable, may still be seen, from which Mr. Roberts obtained 200,000 bricks for houses, which are still standing, and may be easily recognized by their venerable age and style. The pioneer resident of Kensington is said to have been Mr. Marshall, whose house in Wellington Street, Kensington Terrace, was demolished long ago. Not far from its site, however, is an ancient building which was occupied by Colonel A. H. Freeling, the Surveyor-General of his time; and Bishop's Place is reminiscent of the first Bishop of Adelaide, Dr. Short, who lived there. Among the residents were Mr. Fenn, a well-known solicitor, and Messrs. E. C. Gwynne and W. A. Wearing, both of whom became Judges of the Supreme Court. Most of the dwellings were in Bridge Street, so called from its bridge over the creek, which still remains as a landmark; but High Street soon became the principal business thoroughfare, the intersection of these streets being the central part of the "village."

Marryatville is said to have been established by Mr. George Brunskill, who employed a good many hands at his brickyard in the forties, and the workmen's cottages have not entirely disappeared. Both Marryatville and Kensington appear small on the map as compared with Norwood, and what is equally noticeable is the alignment of the streets in Kensington, which run diagonally across the section instead of parallel with its boundaries. Possibly the surface contour influenced the surveyor in making his plan; but whatever the cause the effect is unfortunate, because of the number of acute and obtuse angles that were inevitable.

Norwood was simply a great forest of tall eucalypti, traversed by winding creeks, in its primeval state. It consisted of four contiguous sections, forming a square block, which were owned by five gentlemen, who, acting as a company, or, at least, in concert, agreed to a certain plan for a town, showing the principal streets and allotments of various sizes. The wide thoroughfares, Osmond Terrace and the Parade, lie on the map like a St. George's Cross, and the same design is repeated in each of the four divisions. The town was not offered for sale all at once, which would have been

bad policy, and the north-western portion—possibly because it was the most lightly-timbered and nearest the city—was first disposed of. The blocks, as originally surveyed, comprised 15 acres each, but subdivision soon followed. The other three sections were disposed of together, and it is said that the purchasers were able to recoup themselves for the first cost of the land by cutting down the timber and selling it for posts and rails.

A few old residents are still left who can remember well a wooden house surrounded by a beautiful garden, which stood about where the brewery has been built near the middle of the wedge-shaped piece of land, most of which was a wheat-field, that lay between the east

tween the Parade and Rundle Street, Adelaide, a world of agitation, to say nothing of time and expense, would have been saved. An early—though perhaps not the earliest—plan that lies before the writer suggests at least a partial explanation. About the middle of the plan there is shown a block of about 26 acres, the eastern corner of which faces Kent Road. The block is divided into exact halves; one portion bears the name of B. A. Kent, M.D., and the other that of Charles Robin. On Dr. Kent's moiety there are lines which seem to mark the position of his house and garden, and the latter is in a direct line with the Parade and Kent Town Road. To cut through the



Photo by T. McGunn.

THE PARADE, NORWOOD.

Park-lands and Norwood. The section (No. 285) and the cottage were owned and occupied by Dr. Kent, who built a flour-mill near what was then Bailey's Garden. In the early fifties Mr. Charles Robin purchased the property, and had it surveyed as a township, which he named after the former proprietor. The peculiar shape of the section—no two sides of it being parallel—may partly account for the manner in which the streets were laid out, and the numerous acute or obtuse angles. There seems a kind of mischievous ingenuity in practically extending the central Norwood thoroughfare by means of Kent Road, and then deflecting it to the right and left. Had the street been continued clear through to Dequetteville Terrace, opening a straight line be-

doctor's garden would have been little less than sacrilege—hence the deviation. Mr. Robin's block was purchased on September 18, 1865, for Prince Alfred College; and Dr. Kent's, after changing hands, was cut up into allotments, divided by Capper Street. The survey of Kent Town took place about the time Kensington and Norwood were incorporated, and, as already stated, it became a part of the municipality in 1856.

Population was scanty when the Corporation was formed, resources were extremely limited, and there was everything to be done, so that works of absolute necessity came first; and some that might be so described had to wait their turn. Most of the land was unfenced,

the streets were encumbered with timber, and crossings were required over the watercourses. The First and Second Creeks traverse the town diagonally on their way to the Torrens, and have required the erection of nearly fifty bridges of various styles and dimensions. Before the streets could even be formed the trees had to be grubbed up, and this work was done by contract. Gravel from the creeks was spread on the roads at the worst places; but it was several years before any macadamizing could be taken in hand.

Progress in this department was marked by several successive stages. Streets were formed in the first instance, and then the defining of footpaths; afterwards came macadamizing for the one and gravel or screenings for the other. The formation of water-tables and kerbing of the footpaths followed, and lastly the era of asphalt- or tar-dressing began. Most of the area has a sufficient slope to allow of the rapid drainage of storm-waters, and it may safely be said that in no part of the Adelaide suburbs are the various thoroughfares, whether for pedestrians or for vehicular traffic, in a more generally satisfactory condition.

Being mainly a residential suburb, most of the bread-winners having their daily employment in Adelaide, communication with the city has always been a matter of great importance. The first public conveyance was a spring-cart, which could take only six passengers. It ran from the Rising Sun Hotel, Marryatville, to Adelaide, and the fare was a shilling each way. Considering the state of the roads and bridgeless creeks the charge was not too high. A rival was soon afterwards in the field, and as population increased so did the facilities of communication, until lines of variously constructed and appointed cabs and omnibuses were on the improving roads. Tramways followed, in which Norwood took a leading part, and when the Adelaide and Suburban Tramway was formed, of which a Norwood resident and Mayor—Mr. W. C. Buik—was Chairman, while other townsmen were active and prominent, the accommodation it provided was the best in Australia. It is, therefore, quite in keeping with this history that the Corporation has taken strong interest in the electrification of the trams ever since that project was mooted.

Residents of Kensington and Norwood, taken collectively, have always shown much interest in political affairs and exercised great influence on the public life of the State. A glance at the list of Mayors and at the names of Parliamentary representatives will show how this has affected the personnel of the Legislature. When open-voting was the practice, elections, both municipal and Parliamentary, were sometimes scenes of great excitement. It could hardly be otherwise when partizans wore badges, a barrel of beer stood open, and a pannikin was handy. Reform came with the ballot, and quieter times have prevailed ever since; but political

intensity and activity have not disappeared—they have only taken on other forms.

In several ways the Corporation has been greatly assisted by generous and public-spirited citizens, among whom it will not be regarded by any one as invidious to particularize Sir E. T. Smith. This gentleman, who has been ably assisted by Lady Smith, has not only freely contributed to all movements calculated to advance the welfare of the town, but has given also his personal advocacy and guidance. To him the municipality is largely indebted for its splendid Town Hall, and he not only presented the valuable and useful clock, but gave £400 towards the cost of fitting the tower for its reception. The Town Hall itself involved a heavy responsibility when erected, but has now become a valuable asset, besides being a great public convenience.

Considerations of space permit of only a brief reference to the Institute, the building of which was commenced in 1872 and completed in 1875. Like many other institutions of a similar character, it suffered from financial difficulties, which were finally overcome by the generosity of Sir E. T. Smith, through whose liberality the debt was extinguished. It has now over 350 subscribers on its books, and more than 7,000 volumes on its shelves. The Post Office, next door, is another substantial and suitable public building in an excellent position. The municipality is exceptionally rich in superior ecclesiastical edifices. No finer site could be desired than that of Clayton Church, nor could one be more worthily occupied. The Methodist Church, near by, with its beautiful tower, affords a pleasing contrast in style, and the old building under its eaves has outlived most of its contemporaries, for it was built in 1857. St. Ignatius' Church, in Queen Street, the Baptist Church on the Parade, St. Giles' Presbyterian Church nearly opposite, and St. Bartholomew's in Beulah Road are all architectural adornments. The spacious and elegant Methodist Church at Kent Town, which has an exceedingly fine organ, merits special mention, and is worthy of a more open position. There are several other churches, with which the Salvation Army Barracks in Queen Street should be included. The oldest is the plain-looking Congregational Church in Chapel Street, Kensington, and the youngest the commodious "tabernacle" lately erected by the members of the Church of Christ in Chapel Street, Norwood.

The Norwood public school, at the corner of Osmond Terrace, is the largest primary school. It has won a high reputation through the successes of its pupils at examinations, and there is another public school at Marryatville. There are at least fifteen secondary educational establishments, one of the earliest of which was for many years managed by Mr. Caterer: while Prince Alfred College necessarily stands at the head of the list.

Not a little has been done by the municipality in the department of organized philanthropy. A branch of the District Trained Nurses' Society is an established and successful institution, which has provided, not only for the local expenditure, but has remitted a substantial amount to the general fund. An Eastern Suburban Clothing Guild has also been at work for about twelve years, and reported last year the relief of 43 families in a quiet way. A system for providing Christmas cheer to needy families was instituted at a still earlier period, and is still maintained. Chiefly by means of a church parade of Friendly Societies, and a concert, from £60 to £70 is raised and placed at the disposal of the Mayor. The Sick-poor Fund has recently been re-organized, the area of its operations defined, and must be added to the list.

In addition to the foregoing, a scheme was initiated in 1904 for the establishment of Cottage Homes to provide accommodation, rent free, for aged and indigent married couples, widows with children, and poor women without means of support. The general plan was to rent a number of cottages for this purpose, to provide the necessary funds, principally by appeals to the charitable public, supplemented by a grant of £25 per annum from the Corporation; to place the management in the hands of a Committee; and the supervision by Corporation officers. The project has so far succeeded, that, in his report for 1906, the Mayor stated that 15 cottages had been obtained, in which 45 persons were accommodated; that the occupants were worthy of the best efforts on their behalf, and very grateful for the kindness they had received.

The Corporation is in a healthy financial position. Its liabilities are comparatively trifling when compared with its assets. The assessment for the year 1906 was £77,046, and the total receipts £8,852, made up as follows:—Rates, £6,740; licences and fees, £407; miscellaneous, £1,310; Main Road Fund Grants (including £200 special grant), £395. It is scarcely possible to institute an absolutely fair comparison of the present with the past, when the basis is subject to change; but it is interesting to place side by side with the foregoing figures the statement that in 1854, when the Corporation was constituted, the assessment was £13,051, and that the income for the first year was £1,442, of which £652 was received as Government grant-in-aid.

Similarly, the bare statistics of dwellings do not tell the whole story. In 1855 there were 563 houses, 21 being wooden; but in 1901, out of 2,762, there were only two of wood, besides which the buildings were larger, superior in style, and averaged far better in every way. The population, it may be added, increased from 2,553, when the census was taken, to over 13,000 at the present time.

Norwood people have the reputation of being keen lovers of athletic sports, and the records of the various clubs—cricket, football, rowing, and motor and cycling—prove that it has much justification. The prowess of members of these clubs has made the name of Norwood famous in this and other States. Such being the case, it is rather remarkable that a local recreation-ground was not obtained until recently, especially as in different parts of the municipality several open spaces sufficiently large—past or present vineyards—were available. The Kensington Oval was formed long ago, but it is just outside the borders of the Corporation, and, though near enough to be serviceable, cannot be claimed as belonging to the town. The land known as Clarke's vineyard was undoubtedly the most suitable as to situation, and it was a good thing that though the ratepayers decided against purchasing it—when it was about to be cut up into building-allotments—a company was formed, and a block of six acres secured. This has now been acquired by the Council, which has opened it at all times to the public, except when required for matches or on special occasions, and is proceeding to beautify and improve it as funds permit.

Improvements are constantly going on. The streets, footpaths, kerbing, water-tables, culverts, bridges, street-lighting, etc., afford evidences of municipal activity. Sanitation, dairy inspection, etc., are vigilantly attended to. Tree-planting is extended every year, and there are now about 1,500 growing trees, besides those in the plantations, and 500 in the nursery. An extensive scheme has for some time been under consideration for the purchase, by the Corporation, of old, dilapidated, and unsightly buildings, and to replace them with dwellings of a better class, as opportunity offers for their erection and sale. It is estimated that the value of adjacent properties will be greatly enhanced, a menace to health removed, the income from rates increased, and the town benefited in every way.

HENRY JAMES HOLDEN, Mayor of Kensington and Norwood, is a native of South Australia, having been born at Kensington on July 18, 1859. His father, the late James Alexander Holden, was one of Adelaide's pioneer commercial men, and the founder of the present successful firm of Holden and Frost, saddlers, ironmongers, and merchants. Mr. Holden re-

ceived his elementary education at Thomas Caterer's Academy, Norwood, and on the completion of his studies at Hahndorf College he visited Europe. After spending several months on the continent he returned to the land of his birth, and entered the office of his father, who had established himself in business as mentioned above in 1856, and ultimately became a partner, Mr.

Henry Adolph Frost joining the firm in 1885. Mr. Holden comes from a family which has for generations taken a prominent part in the affairs of public life. His uncle, E. T. Holden, was for thirty-six years an alderman of Walsall, near Birmingham, England, and has several times occupied the Mayoral chair of that city. He was also a member of the British

House of Commons, representing Staffordshire. Sir Edwin T. Smith, who is so well-known in South Australia, is a relative of the subject of this notice, who has been, for many years, actively identified with all matters relating to the advancement and improvement of the town



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MR. HENRY JAMES HOLDEN.

in which he has spent all his life. It was mainly through his efforts that the beautiful ground known as the Norwood Oval was secured, and has become the property of the citizens for ever. He has also been a prime mover in the inauguration of Cottage Homes at Norwood and the Norwood Improvement Scheme. Mr. Holden was elected a Councillor of the municipality in 1801. In November, 1903, he was honoured by being returned as Mayor, being re-elected, unopposed, in 1904, 1905, and 1906. In the following year Mr. Holden was elected a member of the Municipal Tramways Trust. He is a member of numerous clubs and associations, while in Church matters he has been associated with the Norwood Baptist Church for the past forty years, and for more than twenty years has been Superintendent of the Sunday-school. He was married in 1881 to Mary Anne, daughter of William Wheewall, of Alberton, and has a family of two sons and three daughters; his eldest son, Edward Wheewall Holden, has already distinguished himself by taking the degree of B.Sc. at the Adelaide University.

Alderman ALFRED BINKS, Kent Terrace, Kent Town. The subject of this memoir, who has been a member of the Kensington and Norwood Town Council since 1889, was born at Sedgeford, Norfolk, England, in the year 1835. He was educated in his native county, and on the completion of his studies was apprenticed to the building trade. While quite a young man he left England for British Columbia, and, after a considerable period spent in the new world, arrived in South Australia in 1865. Here he became identified with the building trade, and, after a very successful business career, retired from active commercial life in 1888. Since then he has devoted his services to the promotion of the welfare of the district in which he resides. He took an active part in the establishment of the East Torrens County Board of Health, of which body he has been Chairman since its inception, and exhibits a lively interest in all matters pertaining to the public health. In 1890 Mr. Binks was elected a member of the Kensington and Norwood Council, since when he has faithfully represented the ratepayers in various capacities. In the year last mentioned he was elected as representative for West Norwood Ward, and four years later was returned for Kent Ward, and again in



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MR. ALFRED BINKS.

1894 and 1896. For two years Mr. Binks occupied the mayoral chair, being elected unopposed on each occasion. In 1900 he became an Alderman, and has been returned at the

various elections held since. He is a member of the Masonic fraternity, his parent Lodge being St. Andrew's, No. 555, Scotch Constitution. He is now a member of the Emulation Lodge of Norwood, No. 32, S.A.C., and was one of the several who took a leading part in the formation of the Royal Arch Chapter in connection with that Lodge. In 1867 Mr. Binks was married to Sarah Ann, daughter of Mr. Joshua Hodgson, of Carlisle, Cumberland, England, and has a surviving family of one son and three daughters.

Councillor GEORGE HENRY PROSSER, of the Kensington and Norwood Council, is a native of this State, having been born at Gawler River on April 24, 1867. He received his elementary education at the public schools of South Australia, finishing off at the Grote Street School, Adelaide. As a lad, he entered the office of W. L. Ware, where he remained for some three years, gaining during that time an experience in finance which has proved very beneficial to him in his business career. In 1884 he joined the firm of Wilkinson & Company, merchants, Grenfell Street, Adelaide, and has been actively associated with this important undertaking ever since, now occupying a seat on the directorate of the Company, which was incorporated under the Act on December 22, 1904. Mr. Prosser is also a Director of H. L. Vosz, Limited, Adelaide, and is on the Board of Directors of the Tobacco Company of South Australia, Limited. Mr. Prosser, although being closely linked to the commercial life of Adelaide, has taken a deep interest in the welfare of the Clayton Congregational Church, on the Parade, Norwood, having officiated as deacon for some years. He is also a member of the Rechabite Order. In 1905 his services were sought by the ratepayers of Kensington Ward to represent them in the Kensington and Norwood Town Council, and, assenting, he was duly elected. In June, 1907, shortly after the death of Mr. C. A. Murphy, Mr. Prosser was appointed Consul for the United States of America.

Councillor WILLIAM GEORGE AULD, representing East Norwood in the Kensington and Norwood Town Council, was born on the famous Auldana estate at Magill,

near Adelaide, on December 3, 1868. He is the eldest son of William Patrick Auld, and a grandson of Patrick Auld, both of whom are referred to at length in these pages. He was educated at Caterer's well-known Commercial College, Norwood, going from school into the counting-house of Mr. Henry Scott, one of Adelaide's leading and most respected merchants, where he remained for a period of twelve years, gaining during that time a thorough knowledge of commercial life. His services were then requisitioned by his father, who carried on a large wine and spirit merchant's business in Gilbert Place, Adelaide, and he was admitted into the firm in 1895: his brother Ernest Patrick being made a member, the title of the firm was altered to W. P. Auld & Sons. This business has been carrying on an ever-increasing trade since that time. In 1904 the subject of this notice took his seat in the Kensington and Norwood Council, having been elected to that position by the ratepayers of East Norwood Ward. In public affairs he has always evinced a keen interest. Mr. Auld took an active part in the acquirement of the beautiful Norwood Oval for the use of the ratepayers, and this was recognized by his being elected President of the



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MR. WILLIAM GEORGE AULD.

committee appointed to the trusteeship. He took a prominent part in the welfare of the Adelaide Hunt Club, and followed the hounds for

some years. He is an Ex-President of the South Australian branch of the Australian Natives' Association. As a lacrosse-player, Mr. Auld has been Chairman of the South Australian Association for many years, and has acted as manager of several teams on visits to the various States of Australia. He is Chairman of the South Australian Rowing Association. He was one of the principal advocates of the Phylloxera Act, which was passed by the South Australian Legislature in 1899, and since its inception has acted as Secretary to the Phylloxera Board. He was also the first Chairman of the Liquor Trades Defence Union of South Australia. In 1893 Mr. Auld was married to Ellen Howard, a daughter of the late John Howard Clark, who was, for some years, editor and part proprietor of the *South Australian Register*, and his family consists of three sons.

Councillor PETER GANNONI, representing East Norwood Ward in the Kensington and Norwood Town Council, was born in Currie Street, Adelaide (where the Currie Street State School now stands), in 1862, and is a son of the late Mr. Antonio Gannoni, who came to South Australia by the sailing ship "Recovery" in 1839, and was well known as a cab proprietor, running between Kensington and the city in the early days. The subject of this memoir was educated at Mr. Baigent's school, and was brought up to the cabinet-making and undertaking trade with Mr. Samuel Gibbs, of Adelaide. A subsequent term of service with Mr. Hodges gave him thorough mastery in his calling, and in 1881 he started in business in Kensington, and two years later removed to Norwood, where he has continued ever since. He has always taken a prominent part in local public affairs, and first entered the council as a representative of Kensington Ward, which office he retained for four years. After an interval he stood again, this time for East Norwood, and has represented the ratepayers of that ward for three years. He has been on the Works, Health, and Finance Committees, and is now Chairman of the Town Hall Committee. Mr. Gannoni is connected with the U.A.O.D. and the Independent Order of Rechabites, and is a member of the

A.N.A., being an Ex-President of the Norwood Branch of the latter Association. Mr. Gannoni was married in December, 1891, to Fanny, daughter of Mr. William Playsted, a member of the party who went with Sir Charles Todd to lay the



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MR. PETER GANNONI.

Overland Telegraph Line to Port Darwin. His family consists of five sons.

ROBERT KEKWICK THRELFALL, Mayor of Norwood and Kensington during Jubilee year (1896-7), was born in Cheshire, England, in the year 1834. He received his education at the Friends' school in Lancashire, and on the completion of his studies was apprenticed to the tailoring and clothing trade at Bolton, Lancashire. After being engaged for fifteen years with one large manufacturing firm, Mr. Threlfall emigrated to Melbourne, where he landed in 1863. After a short time spent in the sister State he came to Adelaide and opened up in business on his own account, carrying on successfully for upwards of six years. He then relinquished his business and entered the warehouse of Messrs. D. & W. Murray, the pioneer establishment of its kind in the colony, as head of the tailoring and clothing department, in which capacity his services have been retained until just recently. In social matters Mr. Threlfall takes a prominent part, and his sympathies are spread over a wide area. He closely associates himself with all the charitable in-

stitutions of Norwood, and in an unostentatious way has rendered valuable assistance in furthering their welfare. He is a member of the Norwood Institute Committee, is President of the Chess Club and the Norwood Cycling Club, and sustains



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MR. ROBERT KERWICK THRELFALL.

the honour of being the oldest President of any cycling club in Australia, his term of service in that capacity being unapproached. He has also been Patron, President, and Chairman of the Executive Council of the League of South Australian Wheelmen. For the past quarter of a century Mr. Threlfall has been a Freemason, and for fifteen years Treasurer of the United Tradesmen (his mother Lodge), a post he still worthily fills. He was one of the founders of the Emulation Lodge at Norwood, and for many years has been a trustee of the Foresters' Court. In 1857 Mr. Threlfall was married to Mary, daughter of Mr. Richard Creswell, of "Trent Vale," Staffordshire, England. Mrs. Threlfall has always loyally supported her husband in his philanthropic efforts, and for a lengthy period has been a member of the Committees of the Sick and Poor Fund, the District Trained Nursing Society, and the Clothing Guild. The family consists of three sons surviving.

The late THOMAS WHITE, Ex-Mayor of Kensington and Norwood, was the eldest son of the late Mr. George White, a well-known baker and grocer, who founded the business

to which his son afterwards succeeded, in Edmund Street, Kent Town, in the forties. The subject of this notice was born on April 26, 1855, at Norwood, and received his education at the school conducted there by Mr. Cowell, and, later, at the Pulteney Street School, under Mr. W. S. Moore. After a subsequent course of study under the Rev. Whitmore Carr, M.A., of Norwood, Mr. White served three or four years at coach-building with the late firms of Cottrell & Son and Barlow & Sons, but, leaving that trade, joined his father in the business of baker and family grocer. At the death of Mr. White, sen., he succeeded to the business, and afterwards removed, first to the corner of King William Street and Kent Terrace, Kent Town, and later to the corner of Kent Terrace and



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MR. GEORGE WHITE.

Rundle Street, Kent Town, bringing all its operations into line with up-to-date methods. The late Mr. White entered the Town Council of Kensington and Norwood in December, 1886, as Councillor for Kent Ward, without opposition. As the result of a sharp contest he was re-elected in 1888, and again re-elected in 1890 without opposition. In the latter year he was associated with the Mayor of the town in representing the Council at the Municipal Association, and in 1892 was returned as Mayor opposed, receiving the honour of re-election without a poll in 1894. Mr. White married for the second time in 1889, Mary Ann, daughter of the late Mr. Robert Besley, well known as a member of the South Austra-

lian police, and was ably seconded by his wife in the discharge of the various social and philanthropic obligations of the Mayoral office. During their *régime* the custom of holding socials as one of the Mayoral functions, in which ladies were included, taking the place of the banquets previously held, was instituted, and still exists. Mrs. White was the first Mayoress to hold receptions at Norwood; she was the first President of the Clothing Guild; and, with the Mayor, inaugurated the Norwood Branch of the District Trained Nursing Society, which still commands her warm and practical interest. A thorough business woman, Mrs. White, at the death of her husband in 1901, undertook the management of the business, and has carried on very successfully ever since. The premises, which are built on freehold property, are at the present time undergoing considerable improvement, and the operations of the business include Government contracts, supplying the Adelaide Hospital, etc., the seven hands employed being under Mrs. White's personal supervision. It may be mentioned that the late Mr. White was much interested in Literary Societies' work, and was Minister of Education in Union Parliament during 1891, and Speaker of a Parliament formed in connection with the Literary Societies in the eastern suburbs. He was also a Re-chabite, being District Chief Ruler in



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MR. THOMAS WHITE.

1889 and 1890, and subsequently held the office of District Trustee. His family consists of five children by his first marriage.

The late **GEORGE WILLIAM GOODEN**, Town Clerk of Kensington and Norwood for upwards of a quarter of a century, and Secretary of the East Torrens County Board



Mora,

Adelaide.

MR. GEORGE WILLIAM GOODEN.

of Health, was born at Brentford, England, in the year 1843. He came to South Australia when quite a boy, taking up his residence in the city until 1858, when he removed to Norwood. Mr. George Gooden was educated at the Wesleyan day-schools, and at the close of his schooldays entered the employ of Mr. E. Cornish, a grocer in Rundle Street; but finding the confinement of indoor employment uncongenial to his tastes, and acting on the advice of friends, he took up gardening, being subsequently appointed

first Curator to the Adelaide Oval, in which capacity he superintended the planting of the trees and shrubs which now surround the Oval. In 1875 he obtained a position under the Norwood Municipal Council, and seven years later was promoted to the office of Town Clerk. During his long term of service in the latter capacity Mr. George Gooden worked conscientiously to further the interests of the municipality, winning the confidence of the ratepayers and the esteem of every Mayor and Councillor. He was a highly-valued member of the Baptist Church, to which he devoted a considerable portion of his spare time. For a number of years he was Superintendent of the Stepney Street Sunday-school, where he did great and good work among the young, with whom he was a general favourite. Mr. Gooden died at his residence in Edward Street, Norwood, on January 11, 1907. He left a widow (whose death occurred on July 6, 1907), three daughters, and five sons.

ERNEST OSWALD GOODEN, Town Clerk of Kensington and Norwood, and Secretary of the local Board of Health, was born at Norwood in 1878, and is the second surviving son of the late Mr. George William Gooden, of Edward Street, Norwood. He received his education at the district public school, where he gained a Government Exhibition, which entitled him to a three-years' course at St. Peter's College. After four years at this institution he joined the staff of the Union Bank of Australia in 1896, and was in the Adelaide office for seven and a half years, when he re-

ceived transfer to Melbourne. Subsequently Mr. Gooden retired from the bank's service, having been appointed in December, 1905, Assistant Town Clerk to the Town of Kensington and Norwood. On the death of Mr. George W. Gooden, in January, 1906, he was appointed Town Clerk. Mr. Gooden has always displayed an enthusiastic interest in lacrosse, rowing, and other athletic sports. He has represented South Australia in interstate lacrosse matches, and, while in Melbourne, played for that State, and was Captain of the team which represented Victoria against South Australia and Western Australia in 1905. He



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MR. ERNEST OSWALD GOODEN.

was also Captain of the St. Kilda Lacrosse Club, which secured the premiership of Victoria in the last-mentioned year.

GLENELG.

The birthplace of a nation must always possess a certain measure of historic interest, and Glenelg fairly claims that it is entitled to this distinction. The birthday of South Australia was December 28, 1836, when Governor Hindmarsh issued his well-known proclamation, and the scene of that event was beneath the shade of a gum-tree in what is now the town of Glenelg. Within a short distance of the spot the first settlement on the mainland was established, at a time when there was no certainty about its permanence. Colonel Light reached Kangaroo Island in the previous August, soon decided that another place with ampler scope and better conditions must be sought for, crossed over to the mainland, coasted up and down the gulf looking for

a harbour, and spent three anxious months in his investigations. The wooded plains between the hills and the sea attracted him, the bay offered a landing-place and secure anchorage for shipping. He suspended his decision till he had visited Port Lincoln; but a brief inspection of the country there confirmed him in his previous opinion. Meanwhile, Mr. Kingston, with other members of the survey staff, had not been idle, and their reports coincided with Colonel Light's own impression. Other vessels had arrived from England, their passengers had to land somewhere, the Bay seemed the most suitable place, and so it came about that when the "Buffalo," bringing the Governor and suite, hove in sight, there was quite a village of tents, huts, and temporary

shelters, to which he was conducted in state to perform the inaugural ceremony, of which a full account has been given elsewhere.

Holdfast Bay continued to be the chief port of debarkation for South Australia until facilities for shipping were provided at Port Adelaide. It had a secure anchorage, which Colonel Light himself had tested. It is recorded that when the "Rapid" first arrived off the part of the coast where Glenelg now stands she encountered and successfully outrode a violent storm. "The gallant vessel," says the enthusiastic narrator, "was brought to anchor about three or four miles west of the Town Hall site, and notwithstanding the raging of the elements and the strife that continued all night, the anchorage proved good. The 'Rapid' held fast to her moorings, and the commander, to commemorate this part of the event, called that part of the Gulf Holdfast Bay." The constant arrivals from Great Britain, Kangaroo Island, and elsewhere of parties of intending colonists necessarily maintained the existence of a local settlement. The first South Australian public-house was erected and opened there early in 1838. It was built by Mr. Francis Findon at the corner of Adelaide Road and Althorpe Place, the material being saplings and reeds, which suggested for it as an appropriate name, "The Reed Hut." Mr. J. B. Neales, who figures somewhat prominently in South Australian history, used to tell as an amusing story that when he landed in June, 1838, the first white man he saw was Mr. Findon, and the first house he entered was "The Reed Hut." He ordered some spirits for himself, and porter for the two sailors who formed his boat's crew. "The charge was a staggerer: gin and water 4d., porter for the two men 5s. 6d." Good water was obtained by the first colonists in sufficient quantity from the sandhills, but the supply was far too limited for the growing population. When the "Buffalo" required to replenish its stores, and twenty tons of water was conveyed from Adelaide to Glenelg, the charge was £100, and nearly half the amount for bringing back the "empties." In this connection it may be appropriate to state that the name "Glenelg" was originally bestowed by Governor Hindmarsh on the plains stretching inland from the Gulf in honour of Lord Glenelg, and he described them as abreast of his ship, for quality and beauty "well worthy to bear his Lordship's name."

Within about two years of the proclamation of the colony it was obvious that a town must be established at Holdfast Bay. A block of 65 acres was selected, and tenders invited for the land at £1 per acre. It is said that no less than 1,000 offers were received, which illustrates the activity of land speculation at the time. According to the rule in those days, the choice was made by drawing lots, and Mr. W. Finke became the fortunate possessor, with whom were associated Messrs. Osmond Gilles, H. R. Wigley, and W. T. Smith. The

date of this transaction was May 23, 1839, about two months before a beginning was made with the construction of a road from near Alberton to the Port River, which, with other works, was not completed till October of the following year, but eventually drew the bulk of the shipping and trade from "the Bay" to the "New Port." Colonel Light had resigned his position as Surveyor-General some time previously, and entered into partnership with Mr. B. T. Finniss. The firm of Light, Finniss, & Co. executed the task of surveying the town in half-acre allotments. Its boundaries were: From the south-western corner of St. Ann's Terrace easterly to Spencer Terrace; thence south to the Terminus Hotel Corner; thence west to Victoria Place; and thence northerly to St. Ann's Terrace. The original plan is regarded as interesting because it shows the River Thames, a name altogether too dignified for the Patawalonga Creek to retain, and Governor Gawler's approval of the design.

Priority is claimed by Glenelg, not only in occupation, but in several other particulars. It had the first rural Government residence, an acre having been reserved for public purposes at the corner of Adelaide Road and Adelphi Terrace, on which a house was built to serve the purpose of a Customs House and a residence for the first Customs officer, Mr. John Anthony. This was one of the erections put up in the year that the town was laid out, and it was used as originally intended until Mr. Anthony removed to Port Adelaide. Alterations and additions were afterwards made to the premises, which became known as "Government Cottage," being used by successive Governors as a seaside resort. It is remembered that Sir H. E. F. Young might be seen any morning in the season emerging thence with a bath-towel over his shoulders, bound for a matutinal dip at the mouth of the Patawalonga Creek. Sir R. G. MacDonnell also resided at the Cottage, and gave an annual ball there; and Sir Dominick Daly, whose health and strength were greatly impaired, spent a good deal of his time either at Glenelg or at the Government Farm in the hills. The cottage was then let for a time by the Government, and not being further required as a vice-regal residence, an effort was made to obtain authority for its sale, which was abandoned in consequence of a memorial from the inhabitants of Glenelg, claiming that the land was dedicated to the town as a reserve. "Government Cottage" has of course been superseded by the vice-regal summer residence at Marble Hill.

Some of the early colonists were excellent correspondents, and diligently kept up their diaries, while others possessed considerable artistic ability. The result was that contemporary records, executed with both pen and pencil, are available, and many of them have been collated and preserved. Several publications are replete with historic interest because they quote from the original documents, and reproduce sketches or drawings

made at the time. Among others, "Glenelg Illustrated," published by Messrs. W. K. Thomas & Co., covering in brief space a period of sixty years from 1836 to 1896, has been freely drawn upon for the information contained in this article. The author claims that Glenelg must always possess a special charm and peculiar interest because of its connection with the pioneering days and their unique associations. Thus it was at Glenelg that the first printing-office was established. It was built of rushes (or reeds) near the site afterwards occupied by Government Cottage, and was about 12 feet square. The structure was originally intended for the accommodation of part of the family of Mr. Robert Thomas, who had brought out a printing-plant from England. The first number of *The South Australian Register* had been

—that was used for the proclamation in 1836 the proofs of "Glenelg Illustrated" were printed sixty years afterwards.

Much the most cherished, and in some respects the most interesting, of the memorials of the past is the Old Gum Tree, for which it is suggested "Proclamation Tree" would be a better title. The allotment on which it stands is No. 82 in the township of St. Leonards-on-the-sea, and is 62 feet square. This piece of land became the property of Mr. John Hector, of the Savings Bank, and was by him, on December 28, 1857—the day when South Australia attained its majority—conveyed for a nominal sum to the Glenelg Corporation, in order that the tree standing thereon might be preserved and protected so long as it existed, to commemorate the pro-



Photo by T. McGann,

JETTY ROAD, GLENELG.

Adelaide.

printed and published in England, and it was intended to issue the second in the colony itself. Most of the packages were left on the beach, pending a decision as to the site of the permanent settlement; but Mrs. Thomas recorded in her diary that the "rush hut" had not long been occupied when everything had to be cleared out to make room for one of the printing-presses which would shortly be required to print the proclamation. A truck was hired, and when the Governor arrived ten men from the "Buffalo" assisted to bring up the heavy cases across the sandhills. The press was set up, and the proclamation printed thereby in due course. Not only a drawing, but a model, said to be a faithful copy of the pioneer printing-works, are among the memorials that have been preserved, and on the same press—a Stanhope

clamation of the province. At one time some doubt was expressed as to the identity of the particular tree, which was fortunately raised while the question could be settled by the evidence of eye-witnesses. Mr. Robert Gouger, the Colonial Secretary, arrived by the "Africaine," on November 7, 1836, Mr. Robert Thomas and family being among his fellow-passengers. Mr. Gouger set up a tent he had brought from England near that of Mr. Kingston, and constructed close at hand, of saplings and reeds, what he called "Government Hut." A drawing of the tent and hut is reproduced in Mr. Hodder's "Founding of South Australia," which largely consists of extracts from Mr. Gouger's diaries and other documents. Before the arrival of the Governor some thirty

nondescript structures were scattered about, mostly straggling towards what is now the Adelaide Road. The administration of oaths and other formalities took place in Mr. Gouger's tent. Then the Governor and officials walked over to the tree a few yards away, and the proclamation was read to the settlers, some 200 in number. Mr. John Hill, the boatswain of the "Buffalo," hoisted the flag, a *feu de joie* was fired by the marines who formed the Governor's escort, and a salute of fifteen guns was fired from the "Buffalo." Pictures have made most colonists familiar with the remarkable shape of the famous tree, the trunk of which, by some means, had bent over into the form of an almost perfect arch. Standing by the boatswain, as it happened, was another John Hill, a namesake though no relation, who also took hold of the halliards. Questioned on the subject some years afterwards this worthy pioneer said: "I could not make any mistake with such a tree, such a peculiarly-shaped tree, and you may take my word for it that is where the proclamation was read. When the flag was hoisted up we all had a hand in the pie, so to speak, pulling the rope." Mindful of its trust, the Corporation has fenced in the plot of land, and planted other trees which may succeed the relic of antiquity, and it is suggested that when the tough fibre has succumbed to inevitable decay a suitable obelisk or other monument should take its place.

A further memento of the colony's nativity is the trio of guns from the "Buffalo" which have a place on Colley Reserve. "Two of them are of the type of ordnance known as 18-pounder carronades. The weights of the projectiles they threw were: Solid shot, 17 lb. 12 oz.; shell, 12 lb. 10 oz.; grape-shot, 18 lb. 13 oz.; case-shot, 19 lb. Carronades have less thickness of metal than other guns of the same calibre, and have at the breech a cup or chamber for powder like mortars. But admitting only a small charge of powder their range is confined, and they are only effective in the style of close action so much sought after by our forefathers, and ships armed only with carronades have been beaten by vessels of nominally smaller armaments with long-range guns. Carronades have become obsolete, and it is probable that the two 'Buffalo' guns were discarded weapons long before they were landed in South Australia. They were invented by Mr. Gascoigne, manager of the Carron Ironworks in Scotland, were made standard navy guns in 1779, and were carried on the poop, forecastle, and upper works of vessels. The third gun is a land-service four-pounder, which fired a charge of 14 oz. of powder. The figures on the weapons indicate the weight of the guns themselves, and the letters are the maker's initials."

For some months Glenelg was necessarily the seat of government and the home of the Legislature, there being no other settlement in the province. His Excellency and family lived on board of the "Buffalo" until

accommodation but little more spacious was provided on the bank of the Torrens. Executive Councils, or meetings of the Legislature—either phrase will do—were held in Mr. Gouger's premises. "Ordinances" were enacted, and official appointments made there, some of them without any excessive formality, and there also a Magistrate's Court dispensed summary justice. Many curious reminiscences of the primitive conditions are preserved. Goods were landed much more readily than they could be removed inland, the means of transport being extremely limited, and they had, perforce, to remain unprotected on the beach. After the arrival of the "Buffalo," however, it was deemed expedient and practical to detail a guard of marines to watch over them. The "handy men" who were detailed for this duty are said to have had a particularly glorious time. There were many cases of wines and liquors among the stores, which they stoutly defended against marauders, but the number of "dead marines" in immediate proximity to the living told its own tale. "Mounting guard" was an opportunity for a jovial spree which was not neglected.

Among other incidents recorded by Mrs. Thomas in her diary was the dispatch of the first mail for England, which she made up with her own hands, early in 1837. She wrote:—"It having been intimated that a ship was about to sail for Sydney, we were requested to receive the letters of such of the settlers who wished to write to their friends in England; and accordingly many availed themselves of the opportunity, and brought their communications to us, all of which I enclosed in a brown holland bag, the best I had for the purpose, and, being carefully sealed, it was sent to Sydney, to be thence conveyed to England. So that a rush hut was the first printing-office and a canvas tent the first post-office in South Australia." To which it may be added that a most estimable lady was the first and only Honorary Postmaster-General.

An attempt to establish municipal institutions in South Australia was made by Governor Gawler, but the measure was experimental, timid, and somewhat restrictive in its provisions. The action taken upon it in Adelaide was not altogether a success, and under the *régime* of Governors Grey and Robe, who pursued a less liberal policy, the Corporation collapsed. Sir H. E. F. Young, however, from the outset manifested enlightened and intelligent sympathy with the aspirations of the colonists towards civic and general self-government. Under the impulse he supplied, therefore, the practicability of establishing municipal control and management, where desired by the people, was facilitated by legislation. The Governor adopted the sound and wise principles that legal enactments should be framed in harmony with the deliberate opinion of the majority of the colonists, and that the experience gained in civic or district municipalities would be a fitting pre-

paration for the exercise of such powers as might be embodied in a general system of representative government, of which, indeed, local management of public affairs would be the natural precursor.

The inhabitants of Glenelg were among the earliest to avail themselves of the privilege of civic self-government. Besides the City of Adelaide the only Corporation which can claim precedence on the score of age is that of Kensington and Norwood. Glenelg was proclaimed a municipality on August 23, 1855. The Town Council, consisting of two Aldermen and six Councillors, met for the first time at the St. Leonards Hotel on December 10 of the same year, and Mr. R. B. Colley was unanimously chosen to be Mayor. The following is a list of the gentlemen who have held the position of Mayor, with their years of office:—

R. B. Colley	... ..	1856, 1872, 1873
T. F. Monteith	... ..	1857, 1859
S. P. H. Wright	... ..	1858
I. J. Barclay	... ..	1860, 1861
H. B. T. Strangways	... ..	1862, 1863, 1864, 1865, 1866
E. W. Andrews	... ..	1867, 1868, 1869
W. R. Wigley	... ..	1870, 1875, 1876, 1877, 1878
J. Souttar	... ..	1874
W. F. Stock	... ..	1879, 1880, 1887
W. B. Rounsevell	... ..	1881, 1882
Thos. King	... ..	1883, 1884
H. D. Gell	... ..	1885, 1886
J. S. Scott	... ..	1888, 1889
W. L. Ware	... ..	1890, 1891, 1892
R. Smith	... ..	1893, 1894, 1895
G. K. Soward	... ..	1896, 1897, 1898
H. Y. Sparks	... ..	1899
A. J. Roberts	... ..	1900, 1901, 1902
H. J. Pearce	... ..	1903, 1904, 1905
H. W. Varley	... ..	1906, 1907

As originally constituted, the "Town" of Glenelg comprised the two "villages" of Glenelg and St. Leonards, which gave their names respectively to the wards into which it was divided. This arrangement continued until 1863, when the township of New Glenelg was added as a third ward under its own name. With this addition the area of the corporation was extended to about that of a square mile—say 600 acres, including reserves. A peculiarity in the original proclamation creating the municipality was that it defined the western boundary as "by the sea as far as low-water mark," thus placing the control of the beach in the hands of the Council, which, under the special circumstances, was judicious. The revenue of the Corporation for the first year of its existence was £662, of which one-half consisted of a subsidy from Government. At present the assessed value of rateable property is over £37,000, and the income from rates is about £3,500.

The foundation-stone of what is now the Town Hall was laid by Sir Henry Ayers on December 11, 1875. It was originally designed for an Institute, and the block of land on which it stands was granted by the Government, together with the sum of £5,000. The building

has an imposing appearance as seen from the jetty or the deck of a vessel in the Bay. It was built of Glen Osmond stone in the Italian style of architecture at a cost of £6,000. It contains a large hall measuring 60 feet by 40 feet, a Council-chamber 39 feet by 31 feet, and nine other large rooms. The vane surmounting the tower is nearly 125 feet from the ground level; the clock, which has four dials of 6 feet in diameter, and strikes the hours on a 5-cwt. bell, cost £150, and was presented by Mr. T. King during his mayoralty in 1884. From the summit of the tower a magnificent view is obtainable over the Adelaide plains and down the Gulf as far as Kangaroo Island. The building was opened for an Institute by Governor Jervois on October 19, 1877, and, after lengthy discussion, was transferred to the Council about ten years afterwards. The Institute still occupies a portion of the premises. There are about a thousand volumes on its shelves, the reading-room is large, and accessible to the public when the librarian is in attendance, and many interesting mementos of the past are on view. The reading-room is a favourite resort with visitors, and the Institute is popular among the residents of the town.

Glenelg has always claimed to be regarded as the front door of South Australia, and has striven to be worthy of that distinction. As a seaside residence it has many attractions, and the effect is visible in the number of stately and tasteful homes, worthy to be called mansions, which constitute one of its prominent architectural features. No other watering-place is frequented by such crowds of people as may be seen promenading the jetty or strolling along the beach any night in summer; and on holidays the throngs are usually enormous, "Proclamation Day" being specially distinguished in this respect. The Corporation, mindful of the interests of the town, has diligently done its part towards encouraging and providing for the visits of excursionists, and evidence of this meets the eye everywhere. The streets and footpaths are well made and kept clean, every gutter being swept out six times a week. The South Australian Gas Company has local gas-works, and the town is well-lighted with incandescent lamps. The scrubby sandhills through which the pioneers wearily dragged themselves and their goods have practically disappeared, a wide esplanade now fronts the sea, north and south of the Jetty Road; and the Colley Reserve close to the Town Hall is one of three reserves, besides the Oval, planted with couch-grass. In many respects the work of the Corporation has been aided both by State assistance and private enterprise. The system of deep drainage which has been carried out by the Hydraulic Engineer's Department on the septic principle is a pronounced success, and an abundant water supply is obtained from the reservoir at Happy Valley. On the other hand, private enterprise gave Glenelg its splendid baths, and in the first instance its railway,

though the latter has now been taken over by the Government.

For family bathing the conditions at Glenelg are almost ideal, a gently-sloping and sandy beach, on which youngsters may run and play, shallow water for them to splash in without danger, and no heavy surf-waves to knock them about. Hence this form of recreation is highly popular, and brings family parties by the thousand for a day's outing. The Corporation has issued strict regulations to preserve the proprieties and ensure the general welfare. Sections of the beach are allotted for various purposes, a litter of rubbish, glass bottles, and tins, etc., is prohibited, and receptacles are provided to make compliance easy. Bathing off the jetty is only allowed between midnight and 7 a.m., is not encouraged, and the possibility of sharks being met with acts as a deterrent. The baths close at hand provide ample accommodation for swimmers, deep water, and perfect safety. They were erected by the Glenelg Bathing Company, and are said to be the finest in the Southern Hemisphere. They are conveniently situated, access to them being obtained by a jetty 300 feet long. The men's portion, which was opened in 1876, contains 110 dressing-rooms on three sides of an enclosure of piles and stakes four inches apart, 500 ft. by 180 ft., with 14 ft. of water at high tide.

Free access is afforded to ocean currents, while sharks and other objectionable marine visitors are excluded. The ladies' portion is about half the size of the men's. Hot salt-water baths and fresh-water showers are provided, and the tariff is exceedingly moderate.

Of other than natural attractions, undoubtedly the jetty should be placed first. It is probably the most popular and the most frequented promenade in South Australia, taking the year round. It is 1,250 ft. long, and the width between the landing-stages is 20 ft. The portion that was first erected was begun in 1857, and built on screw-piles, the first of which was fixed by the Governor, Sir R. G. MacDonnell, with Masonic rites. The extension in the shape of the letter L, which carries the lighthouse, was added in 1873, the piles being of jarrah. The original design included a breakwater, which was abandoned on account of constructional dif-

ficulties, but latterly the idea has been revived in another form. Glenelg is the only watering-place which regularly and systematically provides evening entertainment for the attraction and delectation of visitors on summer evenings. Bands of music and other organizations give performances on the jetty, or perhaps from the deck of a vessel near by, and after a warm day in Adelaide a run to the Bay in order to have, perhaps, a dip in the briny and a whiff of sea-air amid pleasant surroundings, is sought and prized by large numbers. At such times the jetty is often crowded, while on holidays it is commonly thronged from end to end.

Marine excursions form a popular feature in the entertainments that are provided on such occasions as Saturday afternoons and evenings, or public holidays, but there are others in great variety. At times the Yacht Club provides the staple interest, but always the ubiquitous whirligigs, swing-boats, and shooting-galleries, with refreshment-vendors insistent and loud-voiced, are in evidence. A considerable extent of the beach, as well as the jetty itself, during several months presents very much the appearance of a perennial fair.

Reference having been made to yachting, it is appropriate to record that a great impetus was given to this healthy aquatic sport and pastime when the Glenelg Yacht Club was formed in 1874. It



Photo by H. Krischock.

THE OLD GUM TREE, GLENELG.

had Sir Thomas Elder for its Commodore, Sir W. Milne as Vice-Commodore, and Mr. W. R. Wigley as Rear-Commodore. The Holdfast Bay Yachting and Boating Club, Commodore Mr. H. J. D. Munton, was established in 1883. There have been fluctuations in the interest taken in the sport. When it was actively supported by such enthusiasts as Mr. Justice Bunday and Mr. Justice Boucaut, in addition to the names that have been mentioned, the fleet added greatly to the picturesqueness of the scene at holiday-times; but, though changes have occurred, the Yacht Club has always been an institution of the town, with a lengthy roll of membership, and has proved a great benefit, especially to young men.

Though the Morphettville racecourse and training-stables are not actually in Glenelg, they are so contiguous, and have so much to do with the life of the place, that mention of them cannot properly be omitted. The

course is about a mile to the eastward, is charmingly situated, and has both convenient and well-kept premises. It is the property of the South Australian Jockey Club, and at the stables near by some of the most notable South Australian winners were trained.

Glenelg is well supplied with primary and secondary educational establishments. The present State school buildings were opened in February, 1881, and the secondary schools have achieved many academical successes. A strong Literary Society has developed the literary tastes of the young men, and the Institute may be included among the agencies which contribute to

a general reading-room. The cottages are held by trustees, are under the management of a committee of ladies, and always occupied. There is also a convalescent home for children at Osmond Terrace, St. Leonards, which is under the management of Sisters of the Church of England.

Glenelg has had more than the average number of red-letter days in its history, resulting from both its position and its associations. The proclamation of the colony was, of course, the earliest, and the anniversary celebrations of that event have, as it were, automatically provided for an annual fête. Many of the pioneers were



Photo by H. Krischock.

COMMEMORATION DAY AT GLENELG.

mental culture. The Anglican Church (St. Peter's) occupies an excellent central situation, the site having been reserved for its present purpose when the town was surveyed. The Congregational Church has a handsome building with lofty tower on the Jetty Road, and the Methodist, Roman Catholic, and other denominations are represented by suitable edifices. The most notable of benevolent institutions is the block of buildings at the corner of St. Ann's Terrace, St. Leonards, consisting of eight cottages, known as the Vosz Homes. They were erected at a cost of £1,400, in compliance with the terms of a bequest in the will of the late Mr. H. L. Vosz, are comfortably arranged, and there are excellent baths and

in the constant practice of gathering at the interesting spot for a kind of re-union, and their presence formed a special feature in the gathering. Latterly, however, the group has been exceedingly small. Apart from this, a pilgrimage to Glenelg on Proclamation Day has become well-nigh a national custom, and an influx of from 15,000 to 20,000 visitors is always expected. Among these recurring festivals, moreover, there are some which stand out as exceptional. One of these was the day when the colony attained its majority, and which became peculiarly impressive from the unexpected and unrehearsed character of the programme that was actually carried out. Great preparations had been made for

an elaborate ceremony: marquees erected, speakers engaged, the Governor to take a leading part, the land on which the gum-tree stands to be formally handed over to the Corporation, and a commemorative plate affixed to the tree itself. Jupiter Pluvius, however, took charge of the arrangements, with considerable ingenuity and entire success. The morning was fine enough to permit the assembling of a large concourse, mostly in summer clothing. Then the rain began to fall, gently at first, but with steady persistence, and for several hours the drenching went on. Some of the things that were planned were done, but the Governor was two hours late—and nobody blamed him—the tents were not waterproof, the viands at the banquet were soaked, the wines watered, the speakers more than damp. Boreas took a hand in the game, and the flimsy tents, etc., were whirled away. There was no train to quickly provide for the return journey, nor shelter of any kind to be obtained. The fiasco was so complete that its humorous aspect lived longest in the imagination, and though half a century has passed away, "Majority Day at Glenelg" is still a vivid reminiscence.

Many other celebrations of the national event have had special features in connection with the festivities, and in no case has there been any such unauthorized deviation from the pre-arranged plan. Among them the jubilee of the colony may be mentioned, and the seventieth birthday. As time has rolled by the public interest in the early history of South Australia has naturally increased. Events are seen in truer perspective. Admiration for the sturdy manhood of the first colonists has been developed, together with appreciation of the principles on which the colony was founded, and of the fidelity with which they were maintained under peculiar difficulties. Hence the annual commemoration has established itself as not only a local but a national event of a valuable educational nature, and calculated to have a salutary effect on public character and life. Public spirit on the part of private persons, as well as among their representatives in the Town Council, has impelled the town to suitably welcome distinguished visitors on many occasions. The latest occasion of the kind was when the Duke and Duchess of York were the guests of South Australia, and the town was *en fête*. On many occasions war vessels belonging to the British or foreign navies have anchored in the Bay, and found its accommodation safe and sufficient. In 1882 the Russian fleet, concerning which much anxiety was expressed, lay there. At the end of October, 1867, the "Galatea," bringing H.R.H. the Duke of Edinburgh, found her way to the correct anchorage in the night without a pilot. On that occasion Glenelg had successfully pushed its claim to the honour of welcoming Royalty to South Australian shores, and the townsfolk rose to the occasion. The streets were gay with bunting and crowded with spectators when Prince Alfred landed at the jetty, re-

ceived an address from the Corporation, and proceeded to the carriage, in which, accompanied by a brilliant *cortège*, he drove to the city.

Scarcely anywhere else does the evolution of transport arrangements present such an interesting series of gradations as in connection with Glenelg. When the first Governor landed he had to walk to the city because there was no other way of getting there; but the second rode on horseback. Freight was conveyed by means of sleds, hand-barrows, trucks, etc., hauled by man-power in the beginning. Then came the era of the bullock-dray, followed by horse-traction, and nothing else was available for 36 years. The first roadway between Glenelg and Adelaide was top-dressed with seaweed, but the work of macadamizing was not done until 1854. As early as 1845 a public conveyance was put on the road. It was a small, rough spring-cart, drawn by a Timor pony, and driven by the enterprising proprietor, Mr. Thomas Haynes; the charge for fares is not recorded. The year 1853 witnessed the commencement of an opposition service, inaugurated by Mr. John McDonald. The first 'bus was called the "O.G.," and it was followed by others, named respectively the "Rose," the "Shamrock," and the "Thistle." Other 'bus proprietors followed, including the large coaching firms of R. George and Co. and Rounsevell, which were the precursors of the present John Hill & Co., and competition became keen. Traffic increased with the growth of population, and during the sixties and early seventies the Bay Road frequently witnessed an almost continuous procession of vehicles of all sorts, from carts to carriages, on summer evenings, and its course was marked by an unbroken cloud of dust if the air were still.

The railway was constructed by a private company, entitled the Adelaide, Glenelg, and Suburban Railway Company, at a cost of £33,000 and was opened in August, 1873. There was an idea—which is suggested in its title—that the company might extend its operations to the suburbs, particularly Kensington and Norwood: but this was never materialized. The Constructing Engineer of the line was Mr. Benjamin Boothby, C.E., and he became its first manager. There was considerable friction at first, connected with the traversing of King William Street, Adelaide, and the Jetty Road, Glenelg, by the locomotives and trains, but it subsided as the result of mutual consideration. The financial success of this line led to the formation of the Holdfast Bay Company, and the construction of its line running from the North Terrace Station, Adelaide, which was opened in May, 1880. Fierce competition between the rival companies was followed by their amalgamation, and finally both lines were taken over by the Government. Glenelg is well served as to transit arrangements, but a further stage in the evolution may be expected by the substitution of electric for steam-traction.

HIRAM WENTWORTH VARLEY, Mayor of Glenelg, was born in South Australia on May 6, 1862, and educated at the Kapunda Grammar School and St. Peter's College. He served his articles with Mr. Paris Nesbit, and was admitted to practise at the Bar of the Supreme Court of South Australia at the age of 21. Mr. Varley established the business with which he is now identified, and in 1890 was joined in partnership by Mr. G. M. Evan, the firm now being carried on under the style of Varley & Evan. Mr. Varley resides at Glenelg, and has always taken an active interest in the welfare of that municipality. In 1904 he was elected to a seat in the local Council, and eighteen months later to the Mayoral chair, being re-elected in 1906. He takes an interest in all athletic sports, acts as Chairman of the Adelaide Racing Club, and has been President of the West Torrens Cricket Club for many years.

Councillor **HENRY VIVIAN MOYLE**, of Glenelg, and a member of the Public Works Committee of the same municipality was born in Camborne, Cornwall, England, in 1841. He is a son of the late Thomas Moyle, who was identified with the mining industries of Cornwall, Wales, and Scotland. His



Hammer & Co.,

Adelaide.

MR. HENRY VIVIAN MOYLE.

native country was responsible for his early education; but in 1860 he forsook her for the new country beyond the Pacific seas; and, landing in Adelaide, engaged in various

business operations. After playing mine host of Sir John Franklin Hotel for some years in the mining town of Kapunda, he retired from active pursuits for about two years, till 1875, when he joined Mr. Joseph Downing, and formed a partnership which has continued up to the present time under the style of Downing & Moyle, hotel brokers and financial agents, Central Chambers, Waymouth Street, Adelaide. Mr. Moyle has not allowed business interests to make him neglectful of his duties as a citizen and a public man. In 1881 he was elected to a seat in the House of Assembly of South Australia, and for three years represented the District of Light, in conjunction with Sir Jenkin Coles and Mr. H. Dixon, Mr. Moyle being returned as senior member. He was gazetted as a Justice of the Peace on August 10, 1881, and in 1895 became a member of the Glenelg Municipal Council. In 1906 he took his place as Chairman of the Public Works Committee of Glenelg; for five years he has been a member of the Glenelg School Board of Advice; also a member of the committee of the Glenelg Institute; and these positions he has occupied ever since. The year 1885 saw him take a voyage back to the land of his birth, in company with his partner, Mr. Downing; but the claims of his adopted country drew him back to the antipodes some nine months later. Forester, Oddfellow, and Mason are titles which Mr. Moyle has been proud to own and has honoured in the holding. He married, in 1863, Martha, daughter of Mr. Waters, storekeeper, of Kapunda, a very early resident of the district.

Councillor **GEORGE FOWLER STEWART**, of Glenelg, was born at Kirkcaldy, Scotland, in 1861, and is the seventh son of the late Mr. Charles Stewart, a large manufacturer in the Fifeshire town. He received his education at George Watson's College School, Edinburgh; and on its completion entered on a commercial career in connection with the firm of Messrs. D. & J. Fowler, London, founded by two of his uncles, where he gained experience which was destined to prove of great value in after-life. In 1881, Mr. Stewart left England for South Australia,

and on arrival became associated with the Adelaide office of the above-mentioned firm, where he remained several years. Being possessed with a desire to travel, in 1888 he started upon an extended tour of the world, and while in Edinburgh studied for the winter



Hammer & Co.,

Adelaide.

MR. GEORGE FOWLER STEWART.

term at the famous University, chiefly devoting his attention to the mastery of the principles of political economy under Professor Nicholson. In the following year he returned to Adelaide; and in 1899, when the firm of D. & J. Fowler was transformed into a Limited Liability Company, Mr. Stewart proceeded to London to take a seat on the Board. While in London he represented the Adelaide Chamber of Commerce at the United Conference of the representatives of the Chambers of Commerce which assembled from all parts of the globe. The year 1901 witnessed his return to Adelaide, when he was honoured by being made Chief of the Caledonian Society of South Australia. Mr. Stewart is Vice-President of the River Murray League, and occupies the same office in connection with the Glenelg Institute. In 1906 the ratepayers of Glenelg Ward sought his services to represent them on the Glenelg Town Council, and his consent was duly followed by election. He was married in 1890 to Laura, youngest daughter of the late Mr. William Hill, the well-known miller, of Adelaide, and his family consists of two sons and one daughter.

Councillor **WILLIAM STORRIE**, representing New Glenelg Ward in the Glenelg Town Council, was born in Adelaide in 1858, and is the second son of the late Mr. James Storrie, a well-known merchant, who arrived in South Australia in 1849. The late Mr. Storrie was actively identified with the progress of Glenelg, having acted as a Councillor for many years, and was associated with all public matters pertaining to the advancement of Adelaide and South Australia generally. Educated at the Glenelg Grammar School, Mr. Storrie entered upon a commercial life in the office of Mr. Henry Scott, the well-known merchant of Adelaide. From there he entered the service of Messrs. W. and J. Storrie & Company, with whom he remained for some years. In 1892 he joined the staff of Messrs. John Darling & Son, flour and grain merchants, Adelaide, as accountant, and has occupied this responsible position ever since. In 1902 Mr. Storrie's services were sought by the ratepayers of New Glenelg, to represent them in the Glenelg Town Council, and since that time he has occupied a seat in the Council, and is Chairman of the Finance Committee. He has been Honorary Treasurer of the Glenelg Institute for the past ten years, and has materially advanced the interests of the Institute. Mr. Storrie is Chairman of Committee of the Glenelg Oval, a member of the Committee of the Commemoration Day Sports Association, Vice-President of the

local Tennis Club, and one of the founders of the Glenelg Literary Association.

Captain JOHN PEPPERELL BICKFORD, V.D., the Town Clerk of Glenelg, was born at Adelaide on September 21, 1850, being the only son of the late Mr. Humphrey Hard-



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Adelaide.

CAPTAIN J. P. BICKFORD.

ing Bickford, who was one of South Australia's early colonists, arriving in 1848. He acquired his scholastic training at Mr. J. L. Young's educational institution, Adelaide, and was brought up to the saddlery trade. After a few years at Port Augusta he came to Adelaide and joined the

Government service in the Taxation Department, relinquishing his position in 1887, when he became associated with the Corporation at Glenelg, having previously acted as Auditor for this body for three years. He was appointed Inspector and Collector of Rates and Assistant Town Clerk, and in January, 1892, upon the decease of Mr. J. Soal, who had held the position of Town Clerk for upwards of thirty years, Captain Bickford succeeded to the office. He has always displayed considerable interest in military matters, and joined the military forces of South Australia as private in 1881, was promoted to Corporal, became Lieutenant in 1882, and Captain eight years later. He was first a member of the E Company, 1st Battalion, subsequently officer in B Company, and in 1900 was appointed Quartermaster to the 1st Regiment, under Colonel Madley. He was decorated with the V.D. in November, 1905, and is now on the retired list. Captain Bickford is a Past Master of the Duke of Edinburgh Lodge, No. 363, I.C., of which Lodge he was three times Worshipful Master. He has passed through the Mark Lodge, as W.M., and the Royal Arch Chapter up to the position of First Principal of the Chapter; and he is a Trustee of the Alfred Masonic Hall, Adelaide, of which Sir James Penn Boucaut is Chairman. Captain Bickford is a Past District Chief Ranger of the A.O.F. and a District Trustee. He takes a great interest in bowling, and in his younger days was one of South Australia's crack rifle shots.

BRIGHTON.

The Corporation of Brighton was established in 1858, about three years after that of Glenelg. The area of the municipality is about three square miles, and it is most pleasantly situated, occupying the whole of the space between the foot of the hills and Glenelg, but extending considerably further inland than the latter town. It has the coast-line of the Gulf for its western boundary, and its splendid beach has always made it a favourite seaside resort for Adelaide citizens who preferred to enjoy sea-bathing and sea-breezes in greater retirement and quiet than is obtainable in a crowded watering-place. Its esplanade and jetty have added to its attractions, and the Marino Rocks at the southern extremity of the beach, with their pools of sea-water containing shell-fish and an inexhaustible store of marine curiosities, afford the charm of variety to crowds of visitors at holiday-times. Inland, there are numerous pleasant villas, and

residences of superior pretensions with splendid gardens. The soil, aspect, and climate are largely favourable to certain kinds of horticulture, and the result is a combination of excellence in the quality of the products with abundance in quantity.

Brighton affords a combination of rural and seaside attractions, but has narrowly escaped an entire alteration of its chief characteristics more than once. The natural conditions at Marino in some respects favour the construction of a sheltered harbour. The locality was surveyed and favourably reported upon many years ago, and the Engineer-in-Chief pronounced the engineering difficulties to be secondary. Had the necessary works been carried out, Brighton would have become the chief port of South Australia, but the scheme was dropped because it would have inflicted severe injury on the vested interests at Port Adelaide. The

limited population has not justified the southerly extension of the Glenelg Railway, and communication with the city is maintained chiefly by means of a tram-line, which connects with the railway at Miller's Corner.

A division of the Municipality into North and South Wards was declared on November 24, 1881, and a re-arrangement of the wards into North, South, and Central took place in May, 1898. The following is a list of the gentlemen who have filled the position of Mayor, with their years of office:—

F. C. Singleton...	1858, 1859
G. W. Chinner ...	1860
Jas. Counsell ...	1861, 1863
John Hodgkiss ...	1862, 1865, 1866, 1870, 1877
R. A. Tarlton ...	1864
W. Nicholls ...	1867, 1868
W. Mair ...	1869
Thomas King ...	1871, 1872, 1873, 1874, 1875
J. Downing ...	1876, 1878-79, 1880-82, 1891, 1892
A. E. Marval ...	1883
F. D. Jeffreys ...	1884
William Bickford ...	1885, 1886, 1889, 1890
Joseph Curnow ...	1887, 1888
Jabez E. Thomas ...	1893, 1894
William Vincent ...	1895
H. J. Scott ...	1896, 1897
J. A. Bagshaw ...	1898, 1899
A. W. Silver ...	1900, 1901, 1905, 1906
B. Benny ...	1902, 1903, 1904

According to the latest returns, the population of the municipality numbers somewhat over a thousand souls, of whom 540 are ratepayers. The rateable value

ARTHUR WILLIAM SILVER, Mayor of Brighton, and a well-known and popular member of the

Norwood, who arrived in Adelaide in 1852. After the completion of his education at the City Model School Mr. Arthur William Silver made his first entry into commercial life in the warehouse of Messrs. G. & R. Wills & Co., Rundle Street, Adelaide. From there he passed on to the Stock Exchange of Adelaide, in 1889. He is at the present time one of the prominent brokers of that body, and holds a position on the committee of the Exchange. On March 27, 1907, he was elected to the office of Vice-President. Mr. Silver's interest in public matters has led to his serving as a Councillor of Brighton for several years. For two years he filled the Mayoral seat, and after an interval of three years was again elected Mayor in 1905. In 1889 he married Kassie, daughter of the late Mr. Thomas Mankey, of Gawler, and has a family of two sons.



Hammer & Co., Adelaide.

MR. ARTHUR WILLIAM SILVER.

Stock Exchange of Adelaide, was born on July 16, 1863, and is a son of the late Mr. William Silver, of

of the properties is said to be £10,886, and the annual income from rates, including £45 sanitary rate, is £589. There are about ten miles of streets and footpaths, and the lighting is by means of acetylene gas. A considerable part of the cultivated land is laid down in vines, and apart from rural and seaside occupations, the chief industry is in connection with the Portland Cement Works, which are in the immediate neighbourhood. These works involved an expenditure of £20,000 in their establishment, and afford employment to fifty hands.

An Institute has long been in existence, which has had a fluctuating career, as is not uncommon in such cases. Within the Corporation, moreover, there is one of the most interesting of the many philanthropic establishments for which South Australia is famous. The Institution for the Blind and Deaf and Dumb, which stands on the sandhills overlooking the sea, was the pioneer agency for helping those who suffer deprivation from the afflictions that are indicated in its name. It was founded in 1874, mainly as the result of the persevering efforts of Mr. William Townsend, who represented the District of Sturt in the House of Assembly for several years, and was Mayor of both Adelaide and Unley at different times. The Institution was, and is, principally a training-school, its defined objects being to provide the benefits of education and a home for deaf mutes and the blind. Out of it, and to carry on its work, the Deaf and Dumb Mission, the Royal Institution for the Blind, and the Parafield Farm and Home may be said to have grown.

at Aldinga, South Australia, on October 21, 1869. He is the eldest son of the late Rev. George Benny, who



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MR. BENJAMIN BENNY.

BENJAMIN BENNY, who was Mayor of Brighton for three successive years (1902-5), was born

was connected with the Free Presbyterian Church. He received his early education at a public school, going

thence to Mr. Thomas Caterer's Commercial College, Norwood. Subsequently Mr. Benny attended the University of Adelaide, and, after undergoing the usual law course, was articled to his uncle, the late Mr. William Benny, an influential solicitor, who practised for many years in Adelaide. After the completion of his indentures Mr. Benny managed his uncle's business until his death in 1898, and since then he has continued the practice of his profession in a suite of offices situated at Waterhouse Chambers, King Wil-

liam Street, Adelaide. Mr. Benny has all along displayed a keen interest in the local affairs of the district in which he resides, and in the year 1902 was returned as representative for South Ward in the Brighton Council. After serving twelve months as Councillor he was elected to the mayoral chair in 1902, and again in 1903 and 1904. He is Vice-President of the Brighton Institute, and was at one time a member of that excellent institution, the Union Parliament. In connection with this model legislative institu-

tion, Mr. Benny has filled the office of Attorney-General, and while in that position proved himself to be a Minister of infinite resource and argumentative power. He was gazetted a Justice of the Peace in 1907. Mr. Benny is a member of the Masonic fraternity, his Lodge being the Leopold, No. 31, S.A.C., in which he holds office as Junior Warden. He is a collector of old historical works and other valuable publications, and his library contains over 2,000 choice works of standard and classical authors.

HINDMARSH.

The area included within the Municipality of Hindmarsh was originally a part of a large district bearing the same name, which was constituted under the District Councils Act as long ago as 1853. A division of the district took place in 1874, when the eastern portion became incorporated as the Town of Hindmarsh, and the title of Woodville was given to the remainder, that being the name of the principal town. The municipality is bounded on the south by the River Torrens and on the east by the City Park-lands. It is traversed by the Port Road and the Port Railway. There are two railway stations within its limits—Bowden and Croydon—and it is also connected with the city by a tram-line. The three wards, named, respectively, Hindmarsh, Bowden, and Brompton, and the town, include the following townships, viz.: Hindmarsh, Bowden, Brompton, Brompton Park, Carrondown, Ridleyton, Hindmarsh West, New Hindmarsh, and Croydon. Hindmarsh was proclaimed a Corporation on October 1, 1874, and the following gentlemen have occupied the position of Mayor during the years opposite their names:—

B. Taylor	...	...	1875, 1876
C. W. F. Trapman	...	...	1877
J. Mitton	...	...	1878, 1879, 1880
F. E. Bucknall	...	...	1881, 1882, 1883
Dr. J. Rees	...	...	1884, 1885, 1886
P. B. Coglin	...	...	1887
E. Gould	...	...	1888
J. Vardon	...	...	1889, 1890, 1891
T. H. Brooker	...	...	1892
J. Jones	...	...	1893
B. Gould	...	...	1894, 1895, 1896 (pt.)
A. W. Ralph	...	...	1896 (pt.), 1897, 1898
C. R. Hocking	...	...	1899, 1900
W. Blight	...	...	1901, 1902
J. F. King	...	...	1903, 1904
G. Wright	...	...	1905, 1906, 1907

The area of the municipality is about three square miles. It contains 2,500 houses, and its population is over 10,000. The number of ratepayers is 3,122, the value of rateable property £59,292, and the annual in-

come from rates £3,987. There are 34½ miles of streets and 56½ miles of footpaths. Two-thirds of the street-lighting is by gas from the South Australian Gas Company's Works, which are situated within the municipality, and the remainder by "Best" lamps. The Town Hall, which is central and spacious, with suitable rooms for the business of the Corporation, was erected in 1880 at a cost of £7,000; the Post Office and other public buildings are also of a substantial character. The town is well supplied with recreation-grounds, the Hindmarsh Oval being one of the most popular; and the City Park-lands are also available for games, sports, etc. The bowling-green is said to be in advance of anything of the kind elsewhere in the State.

The town is well supplied with schools, and there are numerous large churches, most of the denominations being represented. At a very early period of its history its brickyards and other works attracted a large number of residents of the artisan class, and they found the advantage of rents being cheaper than in the city. To meet the wants of a rapidly-growing population more than thirty years ago a Hindmarsh Town Mission was formed by Mr. G. F. Angas, who supplied the funds and appointed the agent. Towards the close of his life this good work was taken over by his son, Mr. John Howard Angas, but after a time the management was placed in the hands of a committee. The organization still continues, though the funds have for some time been provided by the general public, and from first to last it has accomplished very much in helping the needy and relieving distress. Another philanthropic institution of great merit is that which has provided a number of cottage homes, that have proved so serviceable as to produce a strong desire for extension of the help they afford.

To a far greater extent than any other suburban Corporation, Hindmarsh is a manufacturing town. The works of the South Australian Gas Company, from which both the City of Adelaide and the suburbs are supplied, cover several acres of ground, and the large

gasometers are conspicuous objects. On the bank of the Torrens, by which the town is bounded on the south, there are several tanneries and fellmongeries, for which the stream supplies the necessary water. The brickyards are extensive, and provide constant employment for a large number of workmen. There is one brewery and one woollen flock-mill. Besides these, there are four soap factories, two glass-bottle manufactories, a rope-walk, printing establishments, and factories for the manufacture of boots and shoes, wire nails, etc., etc.

When the road between Adelaide and the Port, which runs through the Town of Hindmarsh, was surveyed, a generous width was allowed. The space being superabundant, a plantation of gum-trees was formed down the middle of it, several miles in length, which has succeeded so well that the belt of foliage forms a conspicuous and pleasing feature in the landscape. The plantation is securely and strongly fenced, openings being left at the intersections of streets and crossroads, and latterly the Corporation has resolved to make use

of the reserve as a promenade for pedestrians and a pleasure-ground. The facilities it affords for this purpose are excellent, and in the future there is no doubt that what is now merely a long umbrageous avenue will become a beautiful and favourite resort. The Tree-planting Committee has already effected considerable improvement in the appearance of the several wards, and the Council has reason to congratulate itself in the changed aspect of several localities within a comparatively brief period. Encouragement to persevere is avowedly obtained from the result of efforts to make better use of the reserve known as Lindsay Circus. Only two or three years ago this place impressed the passer-by as a neglected paddock rather than anything else; but in connection with the bowling-green it has been made into what will be a public ornament as well as a recreation-ground of general utility. Hindmarsh has not much beauty to boast of in its natural features, but is a thriving and busy town, which is being made increasingly desirable as a residence by the work of its Corporation.

GEORGE WRIGHT, Mayor of Hindmarsh, is a native of Kent, England, where he was born in 1851 (the year of the Great Exhibition of London), and is the seventh son of the late Mr. Edward Wright, of Sittingbourne, Kent. He came to South Australia with his parents in 1854 by the ship "Taymouth Castle," his father settling down in business as a brickmaker at Norwood, where the subject of this notice was brought up to his father's trade, starting life when a boy of eight. After serving several years he launched out into business on his own account, becoming the owner of one of the largest brickmaking concerns in South Australia, being a member of the well-known firm of Wright & Weeks, Brompton. This business was carried on by the partners till 1893, when he became the sole proprietor of the Phoenix Brickworks. After a few years he disposed of the business and entered into the bookselling and stationery trade, becoming the Manager of the Adelaide Railway Bookstall for R. A. Thompson & Company, the well-known publishers. Since the age of twelve Mr. Wright has been identified with the town of which he is now the Mayor. He has been a member of the Hindmarsh Council, on and off, for the past quarter of a century, and his excellent services rendered were acknowledged by his being elected Chief Magistrate of the town in 1904, and being re-elected in 1905 and 1906.

With all public matters relating to the advancement of the district he has ever been closely identified, having especially taken a prominent part, in conjunction with the Mayors of the various municipalities surrounding the Queen City, in framing the Tramways and Abattoirs Bills. Mr. Wright is a Rechabite and a

was Captain of the Reserve. He has been married twice, first in 1875, and secondly in 1880, his second wife being Susan Jane Richards, a native of the Burra, South Australia, by whom he has issue two sons and two daughters.



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MR. GEORGE WRIGHT.

Son of Temperance. In volunteer movements he has taken a leading part, having for some years commanded the G Company of Volunteers at Hindmarsh, holding the rank of Captain, and subsequently

The late **SAMUEL COOMBE** was born at Lewanneck, Cornwall, on March 11, 1828, and during his early life worked on his father's farm. Believing that he could improve his position by emigrating he came to South Australia with his wife and one child in 1849. The outward voyage occupied one hundred and eleven days, cholera broke out on board while the vessel was still in the English Channel, and there were thirty deaths among the passengers. Mr. Coombe landed at Port Adelaide with only a few shillings in his pocket, and on the day of his arrival walked all the way to Glen Osmond seeking work without success. He obtained employment, however, in a Hindmarsh brickyard, and afterwards in a tannery, but for a long time his average earnings were only a pound a week. When gold was discovered in Victoria he went overland to the diggings, and on that occasion, as on two subsequent visits, succeeded so well that he was able to establish a brickmaking business at Brompton, which he carried on during the remainder of his life. The enterprise proved so remunerative that he be-

came the largest owner of household property in Hindmarsh, and took an active part in the affairs of the town. Mr. Coombe was a member



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MR. SAMUEL COOMBE.

of the Bible Christian denomination, and it was in his house that the pioneer minister of that Church—Rev. James Way—preached his first sermon in South Australia. He was active as a local preacher, Sunday-school Superintendent, and in other ways, and a liberal supporter of the Church funds. He was a founder and the first Treasurer of Way College, for many years a member of the Loyal Hindmarsh Lodge of Oddfellows, President of the local Cricket Club, a member of the South Australian Cricketing Association,

and for a length of time a member of the District Council and Corporation. His death, which occurred on January 3, 1899, was felt to be a public loss. At that time his descendants numbered five sons, four daughters, forty-three grandchildren, and two great-grandchildren.

ETHELBERT EDRED SARGENT COOMBE, M.B., Health Officer for Hindmarsh and the adjacent municipality of Thebarton, is a native of South Australia, having been born at East Street, Brompton, on November 20, 1862. He is the third son of the late Mr. Samuel Coombe, a brick manufacturer of Brompton, who came to South Australia in 1849 (and to whom reference is made in these pages). Receiving his primary education at Whinham College, North Adelaide, Dr. Coombe proceeded to Prince Alfred College, from whence he was sent to England to complete his studies at the Shebbear College, Devonshire. From there he went to the University College Hospital, London, going through the medical course. He then entered the Durham University, Newcastle-on-Tyne, where he took the degree of Bachelor of Medicine. The Doctor subsequently entered upon the practise of his profession at Leyton, Essex, where he remained for several months previous to his return to South Australia as surgeon on the s.s. "Wilcannia," of the Lund Line. In 1889 he started in practice at Parkside, and after some few years disposed of this to Dr. Sweetapple

and removed to Hindmarsh, where he had already established a branch practice. He was immediately appointed Health Officer of Hindmarsh, and later of Thebarton, and has since had a very large practice. He is an honorary member and surgeon of a number of Friendly Societies. Dr. Coombe's principal hobby is horse-racing, in which he takes a very keen interest. He is the owner of several well-known performers on the turf. He occupies the position of Honorary Surgeon to the Port Adelaide Racing Club. He was married on September 18, 1888, to Caroline, daughter of Mr. Samuel



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DR. E. E. S. COOMBE.

Holmyard, of Essex, England, and his family consists of two sons and three daughters.

THEBARTON.

The Town of Thebarton corresponds in several important respects with that of Hindmarsh, from which it is divided along its northern boundary by the River Torrens. The older town has always had the advantage of being on the direct lines of communication between the metropolis and the port, which has secured for it a larger population, but both of them occupy portions of the fertile plain that extends nearly to the sea. Thebarton has certain interesting historic associations, for it contains within its boundaries Section No. 1, which was the first of the country sections to be surveyed when the colony was founded. This section was selected by Colonel Light for his own residence, and on it he proved the truth of his statement as to the fertility of South Australian soil, and at the same time

demonstrated his skill as a cultivator. Farming operations were commenced at an early date, and it was on the same section that the first ploughing-match was held, the date being September 1, 1843. Colonel Light gave the locality, in memory of his English home, the name which has most appropriately been adopted for the town.

The area of the Corporation is a little over 1,004 acres, and it comprises the following townships, namely: Thebarton, New Thebarton, Mile-End, New Mile-End, West Adelaide, Henley Park, Hemmington, and Southwark. Thebarton was proclaimed a corporate town on February 7, 1883, with four wards, named respectively Strangways, Musgrave, Torrens, and Jervois. The Town Council consists of the Mayor and eight Council-

lors, and the following is a list of the gentlemen who have officiated as Mayor, with their years of office:—

B. Taylor	... ..	1883
E. J. Ronald	... ..	1884, 1885, 1886, 1887
B. J. McCarthy	... ..	1888
James Manning	... ..	1889, 1890
E. C. Hemingway	... ..	1891, 1892, 1893
R. B. Cuming	... ..	1894, 1902, 1903
W. Weber	... ..	1895, 1896, 1897
C. B. Ware	... ..	1898, 1899, 1900, 1901, 1904
W. H. Goodenough	... ..	1905, 1906, 1907

The fine Town Hall, which is situated at the corner of Taylor's Road and George Street, was erected in 1855 at a cost of £1,700. The hall itself is one of the largest in the suburbs, but provision was not made in connection with it for Corporation offices, the lack of which has proved exceedingly inconvenient. A proposal to erect a suitable Council-chamber, library, offices, dressing-rooms, etc., to cost about £1,400, was recently negatived by the ratepayers, and temporary accommodation will have to be provided at the rear of the present building. There are about 25 miles of streets, and the whole of the town is lighted, either with gas, "Best" lamps, or acetylene gas-lamps. The population is estimated to be between six and seven thousand, and there are 1,428 houses and 2,058 ratepayers.

According to information recently obtained from the Taxation Department, the unimproved value of the land within the Corporation is approximately £157,400. In 1896 the Corporation assessment was £25,217, and in 1906 it had risen to £36,745, the increase in the intervening period having been fairly regular, and its average over £1,000 per annum. It was also ascertained within the current year that there were included 1,525 vacant allotments in the assessment, which were assessed at £4,076. The total annual income of the Corporation is about £3,500, of which £2,756 is derived from rates. New buildings are being erected with considerable rapidity, and the healthy condition of trade is seen in the erection of new factories or the extension of those previously existing.

The water-supply of the town throughout its entire extent is obtained from the Happy Valley Reservoir, a part of the area is connected with the sewerage system, and several plans have been proposed for dealing

with the remainder; but the levels are such that a pumping-station and -plant would be required. As this would enhance the cost, and require a higher rate, the question still awaits solution.

Much of the milk supply of the City is obtained from the western suburbs, and dairying may be regarded as one of the leading industries of Thebarton. There are 54 registered dairies, and to ensure the certainty of the product being satisfactory they are frequently and rigorously inspected. Every precaution is taken against the premises being in any other than a perfectly clean and sanitary condition. Other industries, however, are both varied and numerous, the left bank of the Torrens affording the same facilities for Thebarton establishments as the right bank does for similar works in Hindmarsh. Of this class are the tannery, woollen-mills, and three soap factories; but, in addition, there are the extensive Bankside Wine Cellars, the works of the Adelaide Chemical Company, and the Intercolonial Chemical Company. To these must be added a stationery manufactory, ice-works, glue factory, brewery, distillery, etc.

The town is well supplied with schools and churches, which are both numerous and of a suitable character. The Institute was established in 1899, and in 1905 a new building was erected and opened at the corner of Henley Beach and Taylor's Roads. The residents claim that Thebarton has a cooler and pleasanter summer climate than the City of Adelaide, being nearer the coast and sharing more freely in the sea breezes. Communication, both with the city and the sea, is provided by the Henley Beach tram-line, which traverses the municipality.

As in the case of other suburban municipalities Thebarton people find that the City Park-lands serve them well for recreation-grounds; and there are other open spaces. The number of these, however, is diminishing, and one of the best blocks of land for the purpose, within a radius of two miles from the General Post Office, is Section 47, at present used as a training-course. The Corporation is endeavouring to obtain a portion of this section for a recreation-ground, and should the effort be successful it is hoped that an oval will be formed that will meet all possible requirements, and be a credit to the town.

WILLIAM HENRY GOODENOUGH, Mayor of Thebarton, was born at Corston, Somersetshire, England, in 1848, and is a son of the late Mr. George Goodenough, of that town. At the age of four years he was brought to Victoria by his parents, who, after a short sojourn in the sister State, journeyed to South Australia, where they settled. Mr. W. H. Goodenough received his education at Mr. Fox's Pirie Street

School, Adelaide, and upon its completion served an apprenticeship to the building trade. He followed this calling until 1888, when he abandoned it to enter into business as a general storekeeper, establishing himself on the Henley Beach Road, Thebarton, where he continued until 1907, when he retired into private life. Mr. Goodenough has for many years exhibited a keen interest in municipal affairs. For

several years he resided at Unley, and during that period represented the Goodwood Ward in the Unley Corporation, and identified himself closely with the welfare of that district. Since his residence in Thebarton Mr. Goodenough has devoted much time to the advancement and improvement of the town, and for three years served the interests of the ratepayers as Councillor. In 1905 he was elected to the Mayoral

chair, an honour which was repeated in the two following years. Mr. Goodenough is a member of the Masonic Order, his mother lodge being the



Hammer & Co., Adelaide.

MR. W. H. GOODENOUGH.

Lodge of Harmony, No. 3, S.A.C., and a member of the Manchester Unity, Order of Oddfellows.

CHARLES BOXER WARE, who served five years as Mayor of Thebarton, was born in Adelaide in the year 1870, and is the youngest son of the late Mr. Charles James Ware, of the Burra, and a member of the firm of Ware & Chapman, of World's End Station, Koorlinga, South Australia. He received his early education at the Glenelg Grammar School, under the late Mr. Frederick Caterer and at Mr. Thomas Caterer's Commercial College at Norwood, completing his studies at the Stanley Grammar School, Watervale, under Mr. J. S. C. Cole. On leaving school Mr. Ware went into the brewing business, where he gained a thorough insight into all branches connected with that extensive industry. In the year 1902 a number of breweries amalgamated and formed the business now known as the Walkerville Co-operative Brewing Company. Mr. Ware, who had for many years been a director, was elected Chairman of the Company, the duties of which office he still worthily fulfils. He is also a Director of the Crystal Ice Company, Limited, and is on the Boards of several mining companies. Mr. Ware has been identified with agri-

cultural interests in connection with the large stud and agricultural farm at Manooora, carried on in conjunction with his brother, Mr. G. J. Ware, where some of the finest free-stone quarries in South Australia are situated. He is also interested in pastoral pursuits at Wirrialpa Station, east of the Blinman, comprising over 1,600 miles of country, where he breeds high-class merinos. The station is also celebrated for Herefords and Shorthorn cattle, which were purchased from the estate of the late Mr. J. H. Angas, famed throughout Australia. Mr. Ware resides in the district of Thebarton, and has taken a great interest in the affairs of that town. He has been President of the Thebarton Institute since its inception, and in 1898 entered the Council as



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MR. CHARLES BOXER WARE.

Mayor, sustaining the honours of this position until 1901 and again in 1904. Mr. Ware is a member of the Committee of the Adelaide Racing Club, and is associated with nearly every metropolitan sporting and athletic club. He is a member of the Masonic fraternity, his mother Lodge being the Holdfast, No. 30, S.A.C., Unley, and also a member of the Buffalo Lodge of Oddfellows. Mr. Ware was married in 1898 to the youngest daughter of the late Captain Joseph Williams, of Liverpool. His private address is "Craiglee," Underdale, Thebarton.

JAMES MANNING, Mayor of Thebarton, 1889-1890, was born in Adelaide in the year 1851, and is

the youngest son of the late Mr. Thomas Manning, who came to South Australia in 1845 in the sailing ship "Temple," and who was engaged in gardening and farming pursuits at Plympton for forty-two years. The subject of this notice received his education at Mr. Thomas Caterer's Academy at Glenelg, and at Martin's Fellenberg School at Hindmarsh Square, Adelaide. On the completion of his scholastic career he entered a lawyer's office, but shortly afterwards forsook clerical work and devoted his attention to farming pursuits in the North. At the age of twenty-one years Mr. Manning settled in Adelaide, and after some eight years' experience of commercial life, entered upon business on his own account in 1880, as a Land Agent and Sharebroker, and carried on at Temple Chambers, Currie Street, for 22 years, and now in offices situated at Ware Chambers, King William Street, Adelaide. Mr. Manning, who has resided at New Thebarton for many years, has always taken a keen interest in the welfare of that town. In 1883 he was elected to the Town Council, and six years later became a candidate for the Mayoral chair, and was returned. During his term as Mayor of Thebarton, Mr. Manning was gazetted a Justice of the Peace. He is a member of the South Australian District, Independent Order of



Hammer & Co., Adelaide.

MR. JAMES MANNING.

Rechabites, and has been Secretary of the Rechab Tent ever since 1869. He is a Past Chief District Ruler, having held the office of District

Chief Ruler in 1885 and 1898. He also holds the position of District Trustee of that Order. Mr. Manning has always taken a prominent part in the affairs of the Church of

Christ; he has been a member of the Conference Committee for upwards of twenty years, and was President of the Conference held in Adelaide in 1901. In 1874 Mr. Manning was

married to Margaret, a daughter of the late Mr. Thomas Wright, of Clarendon, South Australia, and has a family of one son and two daughters.

ST. PETERS.

In point of age, and as a separate organization, the Town of St. Peters is the youngest of the suburban Corporations, having been proclaimed on August 2, 1883, but portions of it were settled and built upon in the earliest days of the colony. It includes, besides the Township of St. Peters, the much larger township of East Adelaide, and also the Townships of College Park, College Town, Hackney, Stepney, Maylands, and Evandale. Its area is about 909 acres, and it has a population of over 8,000. The number of rate-payers is 2,576, and the annual income from rates is £3,600.

St. Peters has the River Torrens for its north-western boundary, the City Park-lands on the west, and the Towns of Kensington and Norwood on the south. To

the Payneham district, which adjoins it on the east and north-east, it stands much in the same relation as that of Hindmarsh to what is now known as the Woodville district, for the original Payneham district, which once stretched into the hills, has been subdivided more than once,

and the growing population on Payneham Road prompted the effort to secure municipal institutions.

The following is a list of Mayors and their years of office:—

J. Bertram	...	...	1883, 1884
T. E. Gameau	...	...	1885, 1886
N. W. Trudgen	...	...	1887
J. B. Champion	...	...	1888
J. C. Bailey	...	...	1889
B. A. Moulden	...	...	1890
W. H. Hammer	...	...	1891
A. S. Cheadle	...	...	1892, 1893
J. Wyles	...	...	1894, 1895
R. J. Coombs	...	...	1896, 1897, 1898
G. H. Glover	...	...	1899, 1900, 1901, 1906
W. Brown	...	...	1902
H. W. Langsford	...	...	1903, 1904, 1905

The elegant and spacious Town Hall, which was erected in 1885, cost about £3,000. In addition to an assembly-room of good dimensions, it has convenient offices for the Corporation business. In front of it is a memorial fountain, erected in memory of Mr. Trudgen, whose name is in the list of Mayors. The Town Council, throughout the whole of its existence, has been active and enterprising, and the civic arrangements as to street-paving, footpaths, lighting, health, and sanitation are satisfactory. Means of communication are provided by the tram system. The Payneham line traverses the town diagonally, and a branch line serves East Adelaide. The Magill line skirts the eastern border, and there was formerly a connecting-link between the two main lines.



Photo by T. McGann.

TOWN HALL AND POST OFFICE, ST. PETERS.

St. Peters is much more of a residential than a manufacturing town; but it has a large preserving establishment, two distilleries, a brewery, and a public laundry, besides numerous other works of a smaller character. One of its distinguishing features is the superior character of its ecclesiastical

buildings. There is a handsome Congregational Church in College Park and an elegant College Chapel at St. Peters College. The Christian Church in Stepney is large, and has extensive school buildings. The Methodist Church in East Adelaide is architecturally beautiful as well as spacious. It was the gift of Mr. E. Spicer, who also erected and gave several nearly-finished houses, opposite the church, for the use, rent free, of aged ministers or ministers' widows belonging to the same denomination. Even more noteworthy than any of these are the academical institutions. The long-established and well-known Anglican College of St. Peters stands in a splendid block of land near the western boundary, and not only suggested titles of certain townships

but gave the name to the town. The foundation-stone of the College was laid by Bishop Short, the first Bishop of Adelaide, on May 24, 1849, and for considerably more than fifty years it has taken a leading place in the educational institutions of South Australia. Hardwicke College, a massive-looking building near the centre of the town, was founded many years ago as a girls' school in Norwood, and acquired a high reputation. The growing demands upon it for space led to the erection of the present premises, to which the school was transferred about a quarter of a century ago, where it has since continued its useful work.

A series of remarkable, and, in some respects, interesting contrasts may be observed in St. Peters, resulting from the association of the old with the new. In the south-west angle, formed by the junction of Hackney Road and North Terrace, Kent Town, there was formed nearly seventy years ago an extensive and beautiful garden, which is now almost entirely built over. It was laid out and planted by Mr. John Bailey, who arrived early in 1839, bringing with him many cases of plants, including date-palms, vines, damson-, olive-, fig-, and other trees. He had been connected with the largest botanical nursery in England, whence he brought his valuable collection; was appointed by Governor Gawler the first Colonial Botanist in South Australia, at a salary of £80 per annum, and retrenched by Governor Grey. He was a skilful and indefatigable horticulturist, and introduced more useful plants than any one else of his time. "Bailey's Gardens" were for a long period a favourite show-place, and thence palms, fruit-trees, and other plants were distributed

far and wide. At the river end of Hackney Road one of the first bridges across the Torrens was constructed, and close by one of the first flour-mills, if not the very first, known as the Company's Mill, was erected by the Manager of the South Australian Company. Between those two points may be seen large and roomy mansions, standing back from the road in extensive grounds, reminders of a period when frontages were not so valuable or land so costly as now. Near by are the narrow streets of the older portion of Hackney, which are also a characteristic of Stepney, one of the earlier townships to be laid out, when the proprietor evidently sought to carve the greatest possible number of allotments out of his land. These are in sharp contrast with the wide thoroughfares of College Park and West Adelaide, which were planned at a later period. There are equal differences in the nomenclature of various localities. In Stepney and Maylands are to be found a predominance of plain Christian names applied to streets, such as Ann, George, Henry, Phillis, Janet, and Frederick. In College Park there is an academic flavour imparted by Baliol Street, Harrow Road, Magdalen Street, and Rugby Road; while in East Adelaide—still more ambitious—there are no mere "streets," but "avenues" numbered from First to Tenth. In the style of dwellings there is even wider diversity. In the older parts of the town are numerous little cottages, with low and small rooms; while in the newer portion the style of architecture is ornate, the dwellings larger, the grounds well laid out, and there are tokens of comfort and affluence scarcely to be surpassed anywhere in the suburbs of Adelaide.

HERBERT THOMAS SHEPARD STACEY, Mayor of the Corporation of St. Peters (1907), formerly Councillor representing East Adelaide Ward, was born at Adelaide in 1860, and was educated at Mr. Mitton's and Mr. E. P. Nesbit's schools, finishing at Whinham College, North Adelaide. In 1874 he entered the counting-house of George P. Harris, Scarfe, & Co., merchants, with which firm he was engaged for thirty-two years. In 1906 he resigned from the firm's employ to enter into business pursuits in conjunction with Mr. W. Torrance Peterson, under the style of Stacey & Peterson. He has been President of the St. Peters Institute, of which he was one of the founders, and takes a great interest in all forms of manly sports.

GEORGE HENRY GLOVER, Mayor of St. Peters, is a native of South Australia, having been born at Kersbrook on October 14, 1845.

He is the eldest son of the late Mr. Henry Glover, of Kent, England, a very early colonist who came to the State in the thirties. His mother, whose maiden name was Thomas, was also an early arrival, and came to South Australia in the sailing vessel "Henry Porcher," which arrived on July 1, 1838. The late Mr. Glover, in 1851, joined in the Victorian gold rushes, and was one of those who met with success. He subsequently returned to South Australia, and purchased land at Mount Pleasant, where he laid out the township of that name, adjoining the area laid out by the late Mr. Henry Giles, known as "Totness." The two settlements are now generally known as Mount Pleasant. The subject of this memoir began life as a market gardener, gaining his early experience under the eye of his father, and launched out into business pursuits on his own account at an early age. In 1868 he was elected Auditor of the Para Wirra District Council, and

became a member of the Belalie District Council in 1880. For some years previously Mr. Glover had followed the occupation of gardening and farming, being one of the pioneer selectors of the Belalie District when the Northern Areas attracted the attention of agriculturists. After a most successful career, he was compelled, owing to failing health, to retire from active business pursuits, and in May, 1891, he took up his residence at St. Peters, a suburb of Adelaide, where he at once began to interest himself in municipal affairs, and became a member of the St. Peters Corporation in 1893, afterwards being re-elected for another term, representing East Adelaide Ward. In 1898, in response to an invitation from the ratepayers, he announced himself as a candidate for the Mayoralty, and was elected without opposition. He was twice re-elected to this honourable position, and on his retirement was returned as Alderman. After a few years in

this capacity, in 1905 he resigned, owing to his having been pressed to stand for the Mayoralty, to which he was again elected unopposed. Since taking up his residence at St. Peters, Mr. Glover has been identified with every movement having



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Adelaide.

MR. GEORGE HENRY GLOVER.

for its object the advancement of the district and the institutions pertaining thereto. He is a member of the Masonic fraternity, and one of the founders of the Masonic Lodge at St. Peters. In 1901 Mr. Glover was invited to represent St. Peters at the Commonwealth celebrations at Sydney, and also at the opening of the Federal Parliament in Melbourne. For some years he belonged to the M.U. Order of Odd-fellows but owing to his going to the North dropped his connection with the Order. Mr. Glover was one of the founders of the Institute of St. Peters, being President for some years. He is an enthusiastic chess-player. He was gazetted a Justice of the Peace in 1897, and is a member of the Council of the Justices' Association. In 1900, he was elected by the suburban Municipal Councils as their representative on the Board of the Metropolitan Fire Brigade. Mr. Glover was married on March 10, 1869, to Eliza, daughter of the late Mr. John Wheaton, of Kersbrook, South Australia. He resides at "Parawirra," Fourth Avenue, East Adelaide.

Alderman GUSTAV DEGENHARDT, of the Town Council of St. Peters, is a native of this State,

having been born at the Burra on September 10, 1850. He is the eldest son of the late August Degenhardt, who came to South Australia in 1846, and became actively identified with mining interests at the Burra and Yorke Peninsula. He died in 1871. The subject of this notice was educated at St. Peter's College, Adelaide, and entered upon a legal career in the office of Belt, Cullen, & Wigley, the well-known solicitors of Adelaide, to which firm he was articulated, ultimately being admitted to practise at the Supreme Court of South Australia in 1878. In the following year Mr. Degenhardt commenced the practice of his profession at Ororoo, where, up to 1898, he was prominently identified with everything pertaining to the advancement of the district. He then moved to Petersburg, and during his two years' residence there was a member of the Town Council. In 1900 he came to Adelaide, and settled down in business at Alfred Chambers, Currie Street. He resides at St. Peters, where he became associated with the public life of the municipality. In 1905 he was returned as alderman of the Town Council. He has been a member of the Masonic fraternity for many years, joining when a young man in 1872, and is still a member of his mother



Hammer & Co.,

Adelaide.

MR. GUSTAV DEGENHARDT.

Lodge, the Duke of Leinster (Irish Constitution). In the early days he was actively connected with the defence force of South Australia, and at present holds the rank of

captain on the retired-list. In 1874 Mr. Degenhardt married Ellen L. C., daughter of the late Mr. John Batten, of Kapunda, and has a family of three sons holding responsible positions in Adelaide and Western Australia, and three daughters.

Councillor ROBERT CRUICKSHANK, representing Maylands Ward in the St. Peters Corporation, was born at Port Adelaide in the year 1865, and is the third son of the late Mr. Thomas Cruickshank, a well-known shipbuilder of Port Adelaide. At the close of his educational course at Whinham College, North Adelaide, he was articulated to the legal profession with the present Crown Solicitor, Mr. C. J. Dashwood, K.C., and in 1887 was admitted to practise at the Supreme Court of South Australia. Mr. Cruickshank has for a considerable time keenly interested himself in the public affairs of St. Peters, and has served the ratepayers of Maylands Ward as Councillor in the St. Peters Corporation since 1903, when he was first elected. He is a member of the Masonic craft, being associated with the Unity Lodge, No. 7, S.A.C., of which he is Past Master. He is a member of the Royal South Australian Yacht Squadron, and resides at "Werona," Augusta Street, Maylands.

Councillor JOHN FORD, JUN., representing Maylands Ward in the St. Peters Corporation, was born at George Street, Moonta, in the year 1873. He is the second son of Mr. John Ford, the head of the firm of John Ford & Sons, bootmakers, Parade, Norwood, and received his education at the Norwood Model School. At the conclusion of his schooldays he served his apprenticeship to the bootmaking trade with his father, and then entered the employ of the firm of G. & R. Wills and Co., of Adelaide, with whom he was connected for thirteen and a half years. Eighteen months with the Standard Boot Company followed, and subsequently a similar period with the Enterprise Boot Manufacturing Company. In 1904 he joined his father in the business at Norwood, and has continued with him ever since. Mr. Ford has evinced considerable interest in public affairs, municipal matters in his own district attracting his special at-

tention; and on March 24, 1905, he was elected to the Council of St. Peters, representing Maylands Ward. Mr. Ford is President of the Democratic Club at St. Peters. He has been identified with the Independent Order of Oddfellows since he was eighteen years of age. For the past ten years he has been umpire to the South Australian Football Association, and has umpired in interstate matches and at Broken Hill. He was married in 1904 to Ada Alma, daughter of the late Mr. Carlian, and has one son.

SAMUEL REEVES, Town Clerk and Surveyor to the Corporation of St. Peters and Secretary to the Local Board of Health, is a native of South Australia, having been born at Port Wakefield in 1874. He is a son of the late Mr. Samuel Reeves, also born in the State, who was well-known as a member of the firm of Reeves & Ferguson, millers, Port Wakefield. The subject of this memoir after the completion of his education in the town of his birth attended the Adelaide School of Mines for nearly three years, studying mathe-

matics, surveying, and levelling. At the conclusion of this very valuable course he entered the office of the St. Peters Corporation, where he was engaged in clerical work for some years, at the end of which time he received the appointment of Surveyor. Upon the resignation of the then Town Clerk, Mr. Bailey, in 1902, Mr. Reeves was nominated for the vacant position, and has held it in conjunction with his office of Surveyor ever since. Mr. Reeves is a member of the St. Peters Masonic Lodge, No. 31, S.A.C.

SUBURBAN "DISTRICTS."

Nearly one-third of the population of South Australia consists of residents within ten miles of the Adelaide Post Office, nearly all of whom, except citizens of Port Adelaide, live within hearing of the Post Office clock, when the direction of the wind is favourable. Adjoining the metropolitan municipality there are five others—Unley, Kensington and Norwood, St. Peters, Hindmarsh, and Thebarton; while the Corporations of Port Adelaide, Glenelg, and Brighton cover a large extent of the gulf coast-line between the Port River and Marion. Besides these cities and towns there are several "Districts" under "Councils," greatly differing in population and area, and with an almost fantastic irregularity of outline. In four cases their boundaries touch the City Park-lands, stretching thence, perhaps, to the hills or the sea. Hence there is no geographical, political, or civic delimitation of what may be designated Greater Adelaide, including in that term the region that is included in the suburban train or tram systems, or supplied by the gas and water services. Every part of it is under some form of local government, and the respective functions of Town and District Councils do not present any radical difference. As a rule, the most closely-settled parts of these districts are nearest the centre, and in some cases there are several square miles as thinly inhabited as the agricultural districts far inland. Roughly speaking, the metropolitan area—urban and suburban—corresponds with the territory between the Mount Lofty Ranges and the beach, and most of it would be encompassed by a circle of five miles radius, drawn from the middle of Victoria Square. Within that line, exclusive of the Corporations, and under the jurisdiction of the several District Councils, there are at least 140 towns and townships, whose names are on the map. The history of many of these can be directly traced to the mania for land speculation which swept over the community in the early eighties. Sections were purchased at fancy prices, surveyed as townships, and offered for sale, to the enrichment of some but the im-

poverishment of many more. Hence, a large number are towns only on paper. Very few allotments are occupied or buildings erected, and improvement is slow. There is room enough, therefore, for almost indefinite expansion without overcrowding. As Adelaide can never grow larger, one effect of its commercial and industrial progress must be the crowding out of residents to make room for business premises, and, whether rapid or tardy, suburban expansion in the future is sure.

WALKERVILLE.

Starting from the right bank of the River Torrens, where it enters the city boundary, the District of Walkerville first comes under observation. Settlement began in this neighbourhood very early in the history of the colony. It is the smallest in area of any of the suburban districts, and is, perhaps, the most thickly populated. The four townships of Walkerville, North Walkerville, Gilberton, and Medindie contain between them about 650 houses, and have over 3,000 inhabitants. There is a record of a church being established by the Methodists and a Sunday-school opened which had an attendance of 24 scholars as early as 1842. The Anglican Church, St. Andrew's, is an imposing structure, and its tower, which is a conspicuous landmark, is said to contain the only peal of church bells in South Australia. The principal local industry is a boiling-down establishment, and there are large nursery gardens. The fine situation of the natural terrace, which overlooks the river, and commands beautiful views of the hills and intervening plains, has, however, led to Gilberton, and Medindie in particular, being selected by wealthy merchants and others, who have built a number of large and beautiful private houses of a superior style of architecture.

PROSPECT.

The District of Prospect stands in much the same geographical relation to North Adelaide that the City of Unley holds to South Adelaide. It occupies the

elevated plateau which extends in a general northerly direction, sloping to the valley of the Torrens on the east and the plains which reach to the gulf on the west. Accordingly, from almost every part, fine views are obtained in one direction or the other, which possibly suggested the name of the first township, and its adoption with modifications by others, for there are no less than seven Prospects in all, with such additional descriptive affixes as "New," "North," "West," "Hill," etc. Its dry and healthy character has made it popular for residential purposes, and there are many fine houses on Prospect Road. The limestone formation of the locality has led to large lime-burning works being established at Nailsworth, in the eastern wing of the district; and the proximity of the railway workshops at Islington where several hundreds of men are employed, has brought a large population to the western wing. There are in the district about 1,200 houses and 5,500 inhabitants. Two tram-lines provide for communication with the city.

YATALA SOUTH.

The District of Yatala formerly comprised an extensive area, stretching as far as Salisbury, but was divided some years ago into "North" and "South." In the latter there is a large extent of cultivated land, for it touches the River Torrens on the east, including Gilles Plains, and adjoins Woodville District on the west, the principal centre of population being Enfield, $4\frac{1}{2}$ miles from the city, and the terminus of the tram-line in that direction. The country is almost exclusively devoted to farming, which is a profitable pursuit, and huge haystacks are generally in evidence of the fact. The aspect is pleasing, the ground being generally undulating, and the soil, especially in the valley of the Torrens, is fertile. In this locality stands the little village of Klemzig—a memento of past history—having been founded and named by the German refugees from religious persecution who were aided to emigrate by Mr. G. F. Angas when the colony was in its infancy.

WOODVILLE.

This District was originally called Hindmarsh, but the name was changed to Woodville, after the next most important centre, when the separation was effected and the Corporate Town of Hindmarsh was proclaimed. Woodville itself is a pretty town, much of it embowered in trees, and with magnificent gums shading verdant lawns for the passer-by to admire. The District includes the popular watering-places of Grange and Henley Beach, to which a branch railway runs from the Port line at the Woodville junction. At Kilkenney there are large iron-foundries, and along the railway-line are several other important works, agricultural-implement

manufactories, etc. Dairy-farming is also extensively carried on, and the cultivation of lucerne and other agricultural products contributes to the general prosperity of the district, which has always a thriving appearance. The population is about 1,100.

WEST TORRENS.

Across the river from the Woodville District is an extensive, generally level, but diversified region, bounded by the sea-coast on the west and the Bay Road to the south. Within these boundaries there are at least twenty townships. The oldest of the series is Fulham, formerly known as The Reedbeds, and the justification for the name is still apparent. Large and productive market-gardens, splendid lucerne-paddocks, and rich pastures for dairy-farming characterize this part of the district. The winding, tree-fringed watercourses in which the Torrens sluggishly loses itself, or finds its way to the sea, and the stately gum-trees to be seen here and there add a special charm to the scene. Some of the same conditions are to be seen at Plympton—another old settlement—and its neighbourhood. Keswick, on the Bay Road, is a sharp contrast by reason of its smart newness; and Hilton, the business-centre of the district, is flat and not prepossessing in appearance. Brooklyn Park, on the contrary, is a picture by reason of its luxuriant vegetation, and the same remark will apply elsewhere.

MARION.

What may be called the hinterland of Glenelg and Brighton, is occupied by the District of Marion, which, besides the town whence it obtains its name, includes Sturt, Edwardstown, Plympton Park, Darlington, etc. It has its Institute, District Hall, and numerous schools and churches. Brick-making and some other manufacturing-works are in operation, but the staple industries are agricultural, including viticulture and fruit-growing in the town. Edwardstown is a thriving village on the South Road, where there is established a large furniture-factory. Darlington lies on the slope at the foot of Flagstaff Hill. Parts of the district, especially about Oaklands, have the beauty of woodland scenery, the roads being shaded by avenues of noble gum-trees, of which splendid individual specimens are to be seen in the adjacent fields.

MITCHAM.

The District of Mitcham lies due south of the City of Unley, which was separated from it, and has for its western and eastern boundaries the South Road and the road leading to Mount Barker. The town which gives its name to the District is pleasantly situated on the

slope of the hills. It is traversed by the Brownhill Creek, and under the willows near the bridge is one of the most delightful spots for a quiet picnic. The quaint old church, Institute, school-house, and other public buildings are fairly adequate to the requirements. Glimpses of the mansion which is surrounded by the ever-beautiful and spacious Torrens Park are obtained through the foliage of ornamental as well as native trees. At Lower Mitcham there are other charming private residences. The Unley tram and the Hills railway-line provide frequent communication with the City, and the quarries furnish considerable regular employment. Hawthorn, on the northern boundary, adjoining Unley, is a well-built and attractive locality. "Birkgate," on the Mount Barker Road, was the home of Sir Thomas Elder, and the "big tree" a well-known landmark. St. Mary's is one of the very old settlements, between which and Mitcham there is all the way much to admire, and throughout the district there are numerous townships laid out.

BURNSIDE.

From the East Park-lands, clear through to the hills, and between Mitcham and Payneham, the District of Burnside covers a wide area, all of which is beautiful in one way or another, and much of it is closely settled. No suburban town has a more pleasant situation than Burnside, or such charming scenery in its immediate vicinity. The Greenhill Road winds up the range on its rear, the always popular Waterfall Gully, with other beauty-spots, are within walking-distance, while the view over the plains, with Adelaide in the middle-distance, and the Gulf in the background, is, according to the poet Keats, "a joy for ever." Through Beaumont to the left ran the earliest track over the range before the Glen Osmond Road was made, and there Sir Samuel Davenport established the vineyard and olive-plantation which are still show places, and worthy of the reputation acquired by their usefulness. Along the face of the hills, to the right and left, are many handsome residences, and an abundance of sites that have everything in the way of scenery to be desired. Away towards Magill, the many acres covered with vines and olive, and the wide spaces available, suggest unlimited possibilities, and the great stone-quarries of Stonyfell present another form of industry. Linden Park, Frewville, Knoxville, Wooton Lea, and Woodley Park are all places where the wealth of residents, employed with good taste, has enhanced the natural charms. In the foreground there is a succession of thriving and growing towns. Knightsbridge, Kensington Park, and Upper Kensington are being filled up with modern houses of good style. The same may be said of Dulwich and Victoria Park, which adjoin the grounds of the Lunatic Asylum, and of Rose Park, which is apparently a continuation of Norwood,

with improvements. Between these townships is the Queen's Maternity Home, and the intervening space will soon be fully occupied. Eastwood, which faces the South Park-lands, is already closely built upon. Glen Osmond, a part of which is in the Burnside District, by reason of its interesting and varied historic associations deserves a book all to itself, and already has one, a fascinating "History of Glen Osmond," having been written by the Under-Treasurer, Mr. T. Gill. The district contains considerably more than 1,500 houses, and has a population of nearly 8,000 souls.

PAYNEHAM.

It is claimed for the District of Payneham, and not without reason, that it is one of the most interesting of the entire series. It was one of the first to be formed, and has been divided at least twice during its history. As at present constituted, much of it lies along the Torrens Valley, where Marden, West Marden, and Felixstow are situated. The central town is on elevated land, commanding a wide prospect over the eastern suburbs and the City. To the south lie Firle, The Levels, and North Norwood, where potteries are established, and market-gardens are everywhere. From vantage-ground near the tasteful Methodist Church or St. Aidan's the eye of the spectator, however, is delighted by the long range of orangeries and fruit-gardens, with their numerous windmills telling of intense culture, which extend for miles along the banks of the river. The output from this well-cultivated and fertile area, both for home consumption and export, is enormous, and the quality of the products is unsurpassed. Large shipments are annually made, both to other parts of Australia and Great Britain. The nurseries and vegetable-gardens also cover a wide extent of ground, and add their quota to the prosperity of the district. The capabilities of this part of the country favourably impressed the early colonists and guided their action. It was from Klemzig, just across the river, that they obtained their earliest supplies of locally-grown vegetables, and Felixstow not only perpetuates the name of the first Congregational minister, who made his home there in the forties, but pleasantly indicates how happy he thought the locality.

CAMPBELLTOWN.

Main roads in many cases serve for district boundaries, with the result that towns—using the word in a general rather than a technical sense—are frequently divided. A man may, perhaps, pay rates in one district and conduct his correspondence through a post-office, or send his children to school, in another. Something of this kind occurs at Edwardstown, which is partly in Unley, and partly in Brighton; at Glen Osmond, which

is divided between Unley and Burnside; and again at Magill, which belongs to the District Councils of Burnside and Campbelltown. Magill vies with Burnside for pleasantness of situation and charm of prospect. The ascent from the city is gradual, but such is the elevation reached, and the uniformity of the slope, that the view is as delightful as it is extensive. The main road leads either through one of the most picturesque gullies, with its hanging rock, or around the shoulders of successive spurs, till a junction is reached at Norton's Summit. A ride in carriage or motor-car up one road and down the other is entrancing to lovers of scenery. In the rear of the town are vineyards—Auldana and Penfold's covering hundreds of acres—and immense wine-cellar. Through the town flows a creek, from the head-waters

in the Torrens Valley, and, with East Marden and Cheltenham, forms an almost continuous orange-grove or orchard. Hectorville, which has its local wine-cellar, lies between, and all over the rich and productive district horticultural and gardening operations are widening their range continually. Irrigation is principally conducted by means of windmills, but the Thorndon Park Reservoir is within the District, and the mains leading to the City pass through it, so that there is a double source of supply. For transit, the Magill side is provided with a tram-service, while another tramline runs through Payneham to Campbelltown, and on to Paradise, which is, and ought to be, a delectable spot, on the pleasant banks of the river.

This survey of the suburban districts began at Walkerville, on the right bank of the Torrens. It has



Photo by T. McGann,

SWING BRIDGE ACROSS THE TORRENS RIVER AT PAYNEHAM.

of which, at Horsnell's Gully, the local reservoir is supplied, and along its course are gardens and pleasure-grounds both profitable and lovely. Campbelltown lies on the other side of the District which bears its name,

encompassed the city, following an irregular route, and has led to the left bank of the same stream, a little higher up, at Paradise, a pleasantly-suggestive title for the end of the journey.

JAMES TAYLOR MELLOR, Chairman of the Walkerville District Council, is a solicitor, practising his profession at Eagle Chambers, King William Street, Adelaide. Mr. Mellor was born in the capital city in 1865, and is the only surviving son of the late Mr. Thomas Fox Mellor. It may be worthy of mention that the father, grandfather, and great-grandfather of the subject of this article arrived in South Australia in June, 1840,

by the good ship "Fairlea," and were engaged, for many years, in the manufacture of agricultural implements, and as general mechanics. The business is still in existence, being carried on by Mr. Mellor's uncle, Mr. J. F. Mellor. Mr. Mellor received his elementary education at the Grote Street school, and at the State School, Port Adelaide, and had the honour of winning an exhibition, which enabled him to enter for a three years' course at Prince

Alfred College. He left school when sixteen years of age, and became articled to the legal profession, with Messrs. W. & T. Pope, solicitors, of Adelaide, with which firm he has been identified ever since, with the exception of a break of one year. He was admitted to practise at the Bar of the Supreme Court of South Australia in 1887, taking the LL.B. degree at the Adelaide University in the following year. He first became identified with District Coun-

cil life as a nominee of the Government in the newly-established Davenport Ward of the Woodville District Council, serving seven years, two of them as Chairman. On removing to Walkerville, Mr. Mellor was elected to the District



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MR. JAMES TAYLOR MELLOR.

Council in 1900, representing Medindie Ward, and has, for the past four years, occupied the position of Chairman. As Chairman of Woodville and Walkerville, he has been a prominent member of the District Councils Association, and is Chairman of that body. In 1907 he was elected a member of the Municipal Tramways Trust, representing Suburban District Councils. Mr. Mellor is also actively identified with the District Trained Nursing Association. He is a prominent member of the Masonic fraternity, his mother Lodge being the Duke of Leinster, No. 363, I.C., and is also a member of the Independent Order of Oddfellows. In Church matters he has taken a keen interest in the welfare of the Baptist Union of South Australia, being a Past President and, at present, Treasurer of that body. He married, in 1891, and has three sons and two daughters.

JOSEPH ROWE OSBORN, J.P., Chairman of the Burnside District Council, was born at Truro, Cornwall, England, in the year 1852. When but a boy his parents emigrated to Victoria, and while a resident in the sister State young Osborn acquired a sound education

at the well-known Richmond seminary, under the tutorship of Mr. Walker. On the completion of his scholastic career he entered upon mercantile pursuits, and in 1873 came to South Australia, and after following his ordinary business for some time secured an appointment in the Government Audit Office, where he remained until 1881, when he joined the firm of Thomas Hardy and Sons, Limited, wine merchants and vigneron. Three years later he became a partner in the firm, and at the present time acts as Secretary to the Company, of which he is a Director. Mr. Osborn takes a very deep interest in the affairs of the district in which he resides. In 1888 he was elected to a seat on the Burnside District Council, representing the Burnside Ward, has retained that position ever since, and has been Chairman of the Council since 1892. He is the Council's delegate on the East Torrens County Board of Health. Mr. Osborn is a member of the Masonic fraternity, his mother Lodge being the Emulation Lodge, Norwood. He is keenly interested in all outdoor pursuits, and was one of the first to introduce the game of football into South Australia, as played under Australian rules. He captained for four years the first teams of Norwood footballers, prior to which he was captain of the Woodville Club. Mr. Rowen has always been an enthusiastic patron of the turf, and the knowledge that he races principally for the sport has gained for him a high place in the estimation of the many thousands who follow up this fascinating pastime. Mr. Rowen's well-known colours, canary jacket and cap, have been carried first past the post by his magnificent thoroughbreds in many important races throughout Australia. Among his winners may be mentioned "Thunder Queen," who, as a 2-year-old, in 1895, carried off the Morphettville Plate, and in the following seasons won the South Australian Derby, the St. Leger, the South Australian Stakes, the V.R.C. Oaks, and the Birthday Cup of 1898, besides many other races; "Fleet Admiral" who, as a 2-year-old, won the December Stakes at Randwick, Sydney, and was second in the Maribyrnong Plate, and as a 3-year-old ran into third place in the leading classic event in Australia, the V.R.C. Derby, and occupied a similar place in the V.A.T.C. Guineas, won the Bagot Plate and the

South Australian Stakes, and in 1900 the City Handicap at the A.R.C. Meeting, besides a number of other important events; "Foot-bolt," who won the City Handicap and Birthday Cup in the same year (1901), the Goodwood Handicap in 1902, and a number of races in Victoria, among them being the St. George's Stakes in record time, in which he beat "Wakeful," who afterwards carried top weight into second place in both the Caulfield Cup (1901) and the Melbourne Cup (1903). This was a weight-for-age event of one mile, and the starters included such fliers as "Wakeful," "The Victory," "Sir Leonard," "Famous," "Vanity Fair," and others. Numerous other important races have been placed to the credit of Mr. Rowen through the agency of "Step Out" and "Florin." The former won the South Australian Stakes and the Goodwood Handicap in 1906, carrying top weight, also several races in Victoria, including the Burke Handicap in 1906, establishing a new time-record for the distance. It would take up altogether too much of our space to chronicle the many victories of the crack hurdleracer "Florin." After winning a variety of flat races "Florin" was put over the battens, and in that capacity has recorded some very brilliant performances, of



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MR. JOSEPH ROWE OSBORN.

which the following deserve mention:—Won the V.R.C. Doutta Galla and Cup Hurdles, second in the V.A.T.C. Grand National (carrying 12 st. 5 lb.), and third in

the A.R.C. Grand National (carrying 12 st. 13 lb.) in 1906. Mr. Rowen also owns "Fides," who captured several stakes, and is now at the stud. One of her progeny, in the shape of "True Scot," was successful in two races at Flemington as a 2-year-old in 1905. Another good performer is "Bon Grafton," who has won several good races for his owner. It may be mentioned that Mr. Rowen, although a member of a firm of wine and spirit merchants for a quarter of a century, is a total abstainer. He married in 1884, Mary, daughter of Mr. Thomas A. Stewart, of Glasgow, and has a family of one son and two daughters.

Councillor **EDWARD ALFRED ANSTEY**, of the District Council of Burnside, is a native of this State, having been born at Port Elliot in 1858. He is the third son of the late Mr. Charles John Anstey, a colonist of the early fifties, and who was identified for many years with the public life in the old electoral District of Encounter Bay. Educated, principally, at the Port Elliot Public School, Mr. Anstey served his apprenticeship to the building trade with the late Mr.



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MR. EDWARD ALFRED ANSTEY.

Samuel Trigg, of that town, and on the completion of his indentures came to Adelaide in 1883, and a few years later, in 1888, established the business, with which he

has been identified ever since, in conjunction with Mr. Marshall Henry Gerard, the name and style of the firm being Anstey & Gerard. A special feature of the firm's operations is the construction of shop fittings, showcases, etc., on the latest European and American principles, a great many of Adelaide's leading shops having been fitted up by Messrs. Anstey and Gerard. Mr. Anstey resides at Kensington Park, where he has been identified with municipal and political life for many years. In 1892-3, as a representative of Kensington Ward, he occupied a seat in the Kensington and Norwood Town Council. Subsequently he removed to his present address, and in 1905 he was asked to contest a seat in the Burnside District Council, to represent North Kensington Ward, and was duly elected. He is a member of the Masonic fraternity, his mother Lodge being the Emulation, Norwood, No. 32, S.A.C., of which he, in 1906, was the Worshipful Master. He is a staunch teetotaler, and has been through all the chairs of the Rechabite Lodge of South Australia, and holds the Past Chief's scarf. Mr. Anstey is also connected with two Starr-Bowkett Societies, being on the Board of both, and Chairman of one. He takes a great interest in political and social questions of the day, and is an earnest worker for the bettering of the condition of the masses. He was married, in 1884, to Mary A., daughter of the late Mr. H. S. Glenie, an Inspector of Stock in the Government Service of South Australia, at Chowilla, on the River Murray, back in the sixties. Mr. Anstey's family consists of two daughters.

Councillor **STEPHEN GARFORTH GRANT**, of Burnside District Council, was born at Brunswick Road, Dulwich, on August 8, 1863, and received his education at the Norwood Public School and by means of night classes. He is the third son of the late Mr. John Grant, who founded the Dulwich Nursery about 1847. This is now carried on by the subject of our notice, who has been identified with its growth and progress from his earliest days, having gone to work

under his father immediately upon leaving school, and is now sole proprietor and director. Mr. Grant makes a specialty of vegetable plants and flower seedlings, supplying all the leading seed merchants of the city from his two and a half acres



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MR. STEPHEN GARFORTH GRANT.

of richly-cultivated nursery stock. His long experience has made him an expert in this line, and his success is now established beyond the reach of criticism. Mr. Grant was elected to a seat in the Burnside District Council on October 22, 1904, representing Rose Park Ward. The occasion was an extraordinary election, and a keen contest took place, his opponent being Mr. J. T. Kirkman. A record number of votes was polled, and at the end of the six months for which he was elected Mr. Grant was returned unopposed. He has acted in important conferences of his Council, such as that in connection with abattoirs, etc., and interested himself in the Municipal Tramways Trust. Mr. Grant has been associated for many years with the Church of Christ at Burnside, of which he is a deacon, and teacher and honorary treasurer of the Sunday-school, having also been Superintendent for twelve years. He is a member of the M.U.O.O.F. Mr. Grant married at Kent Town, in 1892, Fanny, daughter of the late Mr. Joseph Allen, a well-known gardener at Hazelwood, Burnside, and has three daughters.

The South Australian Press.

The "Fourth Estate" of South Australia had a good start over the second and third, for though there was a King there were neither Lords nor Commons, so far as the new province was concerned, when the first newspaper appeared. The date of this initial issue was June 18, 1836—six months before Governor Hindmarsh landed at Glenelg—and its title the *South Australian Gazette and Colonial Register*. Its leading article, in an opening sentence of prodigious length, referred to the first number of the paper being published "in the capital of the civilized world, with the intention of publishing its second number in a city of the wilderness, of which the site is yet unknown." The plant was brought out in the "Africaine," and used at Glenelg to print the "proclamation," but the promised second number of the newspaper did not appear until June 3, 1837. In the meantime Adelaide had been surveyed and sold. A few buildings were in progress, and in one of the first to be

completed, a rather stylish mud hut situated in Hindley Street, the printing-office of Robert Thomas & Co. was established. Difficulties were numerous. The printing-plant was none too large, and part of it was sent on by mistake to Van Diemen's Land. The staff was weakened by the untimely fate of the printer, Osborne, who with five companions rashly landed from the "Africaine" to walk across Kangaroo Island to Nepean Bay, and only four of the party were rescued. Accordingly, the third number was not published until five weeks after the second, and the issues up to number nine appeared at irregular intervals. It was intended to be a weekly publication at first, but, according to an indignant editorial remark, the one compositor was tampered with "in a most scandalous manner," and eight weeks intervened between numbers nine and ten. After that the staff was strengthened, and regularity became possible.

Such were the difficult beginnings of the first organ of public opinion to be established in South Australia, and they were followed by fluctuations so various and troubles so severe that the wonder is it survived. During the long period of fifteen years it underwent vicissitudes of almost all kinds. It parted with its gazette business and title, remaining only the *South Australian Register*, as which it is one of the three oldest papers in the Southern Hemisphere. The public quarrelling cost the firm its contract for Government printing. There were changes of locality and changes of proprietorship.

it absorbed other papers, increased its size and circulation, and the frequency of its issues, till on January 1, 1850, it became an established daily. It had to defend itself against libel actions without number, often had the bailiff on its premises, and at one time its plant was seized and removed under distraint for debts incurred through heavy law costs. During a single sessions of



"THE REGISTER" OFFICES, GRENFELL STREET, ADELAIDE.

the Supreme Court in 1849 seven libel actions were tried: the damages claimed amounted to £12,950, the awards to thirteen pence, and the costs to £840. *The Observer* was founded in July, 1843, by Mr. John Stephens, who subsequently became proprietor of *The Register*. After his death the two papers were purchased by a syndicate consisting of Messrs. Anthony Forster, E. W. Andrews, W. Kyffin Thomas, and Joseph Fisher, who removed the business in 1854 to the premises in Grenfell Street, which are still occupied.

During the period thus rapidly covered literary activity was a pronounced characteristic of South Australian life. There was much to stimulate and foster it. A new country, experimental colonization, a novel constitution, administrative mismanagement, official squabbling, reform agitation, and so on. The men of the time were of a high intellectual average: keen, eager, and

alert. They held strong and divergent opinions, and were at no loss for forcible expression. An organ through which they might expound their ideas and impress the public mind was in many cases an imperative necessity. All this is attested by the number of literary ventures that were launched. In 1839 the *Adelaide Guardian* was started, which was discontinued in six months. There followed, in 1840, the *Southern Australian*, the *Adelaide Chronicle*, which was taken over by the *Register*, and the *Adelaide General Advertiser and Port Lincoln Herald*. The following year saw the birth of the *Adelaide Independent and Cabinet of Amusement*, of the *Adelaide Free Press*, and of the *Adelaide Examiner*. The *South Australian Reformer* and the *Southern Star* were added to the list in 1842. An ambitious but short-lived monthly, the *South Australian Magazine*, was commenced in 1841. Among other long-extinct publications begun during the decade were the *Adelaide Mercury and Sporting Chronicle*, the *Adelaide Times*, the *Weekly Dispatch* (started by Mr. James Allen), a German paper, the *German - Australian Post*, the *Oddfellows' Magazine*, the *South Australian Vignerons and Gardeners' Manual*, and *Australiana*. This record proves that the Press was recognized as a power in the land.

When the *Register* and *Observer* were finally located in Grenfell Street, the dislocation caused by the exodus to the Victorian goldfields had come and gone. The colony was enjoying a period of great prosperity, and the papers had the field of daily and weekly journalism practically to themselves. The editorial treatment of public matters was less provocative than in "the libel era," and perhaps received less provocation to attack. The business management was energetic and enterprising. Mechanical improvements were introduced as they became available. Manual labour in working the machines was displaced by steam-power in 1854, and steam was, in its turn, superseded by gas and electricity. An evening paper, the *Journal*, was added in due course, and illustrations to reinforce the attractions of the letterpress were introduced when that became the fashion. Within the past half-century many changes have taken place, both in the proprietary and

the editorial staff, but the name of W. K. Thomas and Co. still appears in the imprint, and there has been no "solution of continuity" in the literary life. Throughout its career the *Register* has avowedly regarded the influence it has wielded as a public trust.

The *Register* has, of course, had many red-letter days in its history, when its progress has been reviewed. The latest of these was its seventieth birthday, January 18, 1906, and the following account of the mechanical improvements that have been introduced was published on that date:—"When the *Register* was originally printed in South Australia the plant practically consisted of a Stanhope hand-press—which is still preserved in this office as a valued relic and an exceedingly interesting link with the past—a primitive wooden press, and half a ton of newspaper type, with a supply of various jobbing letters. What was regarded as a wonderful

advance was made in 1840, when two new Columbian presses were brought into operation. These produced in an hour 250 four-page copies of the paper. Some years later the *Register* was printed on an intermittent feed machine, worked after the fashion of a mangle, with a wheel turned by hand. Soon afterwards another was imported, but in 1854 the increased and constantly in-



"THE ADVERTISER" OFFICES, KING WILLIAM STREET, ADELAIDE.

creasing circulation demanded still more adequate apparatus; and a larger machine, of the Wharfedale pattern, was obtained from Scotland. An extra large double-cylinder machine was introduced in 1869, but before it had been in use for a year an entirely new departure in the method of printing was rendered necessary. Accordingly on January 1, 1870, a four-feeder Hoe press was laid down, and 10 years later this was duplicated. The need of increasing mechanical power was, however, persistently apparent. Another revolution in processes of printing was signalized in 1892, when the system of taking impressions from separate type was discarded in favour of a machine in which stereotypes, or metal casts of the type-forme, were employed; and this rendered possible a greatly enhanced speed. But this apparatus, known as the "Knickerbocker," which turned out 12,000 eight-page papers an hour, and was a marvel of effici-

ency, had to be supplemented later by the wonderful three-roll Hoe press which is now in use, and the amazingly rapid and almost perfect work of which has evoked the admiration of many representative Australians. This machine, which is one of the latest developments of the mechanical genius of a remarkable firm of manufacturers, who have long enjoyed a world-wide celebrity, carries 24 miles of paper, and is capable of printing 36,000 12-page papers in an hour. The time will doubtless come when it, too, will have to make way, as its predecessors did in their day, for a still more advanced example of the application of science to mechanics; for with a progressive newspaper there is no standing still."

The first South Australian Parliament assembled in April, 1857. Thenceforward political controversy took on a new form which was the natural and direct result of the establishment of representative institutions. The two-party system, with other things, was imported from England, and, having been introduced into the Legislature, there seemed to be a necessity as well as a kind of propriety in its being reflected by the Press. Accordingly, a strong company was formed, mainly by the efforts of the Hon. J. H. Barrow, for the establishment of a second daily paper. Sir Henry Ayers became Chairman of the Board of Directors, and by the articles of association Mr. Barrow was given absolute control over the editorial department, the prospectus being extremely explicit on that point. The first number of the *Advertiser* was issued on Monday, July 12, 1858, and the *Chronicle* on the following Saturday. The jubilee of these papers is, therefore, not far distant. On Wednesday, July 21, of the same year, telegraphic communication with Melbourne was opened, and from that time dates the extension of the telegraph system throughout Australia, revolutionizing the methods of news-gathering. The altered conditions probably suggested the issue and title of *The Telegraph*, an evening paper published at a penny, and absolutely the pioneer penny daily paper of Australia. Shortly afterwards the proprietors of the *Advertiser* started the *Express* as an evening paper, and, ultimately, in 1867, they purchased *The Telegraph* and its associated weekly, *The Weekly Mail*. The double title of the *Express and Telegraph* is reminiscent of the enterprise of the proprietary and of their early adoption of what has become the general policy of the newspaper world—to secure increased circulation by reduction in price.

From the first the *Advertiser* and its associated papers met with public approval, they escaped the difficulties under which many predecessors in the field of South Australian journalism succumbed, and their history is one of unbroken prosperity and success. Eight years after the Company was formed the property was taken over by a syndicate, consisting of Messrs. J. H. Barrow, Thomas King, C. H. Goode, T. Graves, J.

Counsell, W. Parkin, R. Stuckey, and G. W. Chinner. In the same year (1864) the present sole proprietor, Sir J. Langdon Bonython, left school, and became a member of the literary staff. While the editorial department was under the control of Mr. Barrow, the business management was in charge of Mr. Thomas King, and in 1871 these two gentlemen acquired the proprietary. Three years later Mr. Barrow died; in 1879 Mr. King purchased his widow's interest in the concern, and took into partnership her son, Mr. J. P. Burden, who was connected with the business department, and Sir Langdon Bonython, who had risen to be sub-editor, and practically exercised literary control. Mr. King retired from the firm in 1884, and Mr. Burden in 1893, their interests passing into Sir Langdon's hands, upon whom thenceforward devolved the business management as well as editorial responsibility.

The combination of literary ability and business capacity which made the *Advertiser* group of papers a success from the outset has been continued all the way through. The *Advertiser* has been enlarged from time to time, until it is now three and sometimes four or even five times its original size. In the meantime its price has been reduced in two stages from fourpence to a penny, the latest alteration in this respect taking effect on New Year's Day, 1884. Scarcely anything is more suggestive of the improvements wrought by invention and applied science than a large up-to-date newspaper office. The contrast between "case" typesetting and the linotype, between a hand-press and a three-reel Hoe machine, between oil-lamps and the electric-light, and between manual labour as a motive-power and electricity—all these are to be seen in the mechanical department of the *Advertiser*, and they have their counterpart in the arrangements and operations of the literary staff.

The *Advertiser* management has always been keenly alive to the advantages offered by improvements in printing machinery, and eager to avail itself of appliances for producing an enlarged paper at a reduced cost. At first a small press, printing one side of the paper at a time, at the rate of 1,500 impressions an hour, had to serve its purpose; but was soon superseded by a two-feeder Wharfedale machine. This was followed in 1876 by a four-feeder Hoe, equal to turning out 8,000 sheets an hour. A Prestonian perfecting machine, capable of producing and folding 10,000 complete copies of the paper per hour, was set in motion by Governor Jervois in 1881; and in 1892 His Excellency the Earl of Kintore started a Marinoni machine, with stereotyping plant. Four years later Governor Buxton set a new and complete Hoe machine in operation, and again in 1900 Lord Tennyson performed a similar act by turning the power on to a magnificent three-reel mammoth, which embodied all the latest improvements, and is able to print and fold 24,000 copies of the *Advertiser* in an hour. While the develop-

ments in the machine-room have succeeded in keeping that department up to date, there has been similar advance elsewhere. Linotype machines, steam, gas, and electricity are all pressed into service, and all appliances are of the latest and most approved character.

Reference has been made to the number of periodicals that were started in Adelaide during the earlier years, most of which had only a brief existence, and the list might be considerably lengthened. It would include so-called "society" papers, sporting papers, periodicals devoted to special interests, and publications that relied mainly on their wit and humour for their circulation. Not all of these merit commendatory mention, but some of them evinced ability of a high order. "Pasquin," conducted by Mr. Eustace Reveley Mitford, a near relative of Miss Mitford, the famous authoress, took for its special mission the exposure of alleged abuses, and executed its task with an incisiveness of sarcasm, keenness of irony, and wealth of invective that have rarely been equalled. Without further referring to papers that are extinct, the *Critic* may be mentioned as one of the most favourably known of current weeklies, both on account of its literary merit and the general excellence of its artistic productions. The *Garden and Field* is an exceedingly well-conducted journal, invaluable to the producers, for whose benefit it exists, by its information and suggestions on farming, horticulture, dairying, poultry-farming, etc. The patriarch of religious papers is *The Australian Christian Commonwealth*, which, as the *Methodist Journal*, was first published in July, 1874, and, while changing its name, has continued its character and the regularity of its appearance ever since. *The Church Commonwealth* is the organ of the Anglican, and *The Southern Cross* that of the Roman Catholic Church. Besides these, there is a host of weekly and monthly publications having special constituencies. *Faulding's Medical and Home Journal* has an interstate reputation, the *Herald* is the organ of the Labour Party, the name of the *Alliance and Temperance News* (now *The Patriot*) indicates its object, as also do those of the sporting papers, and the South Australian *Deutsche Zeitung* has an established position among the German population, being printed in the language of the Fatherland.

Wherever an English-speaking community is established, a newspaper seems to be regarded as a condition of life, and generally as soon as the necessary support can be obtained it manages to have at least one of its own. This has proved to be the case in South Australia, and with the expansion of settlement there was accompanied an extension of the provincial press. Though the Adelaide dailies and their weekly issues circulate all over the State, and provide the bulk of this kind of current literature, there are in at least twenty-five towns local newspapers, in some of them more than one, published weekly as a rule, but in a

few cases twice a week. There is nothing stereotyped about the titles of these papers, little that is original, and only one with a strictly Australian flavour—the *Gawler Bunyip*, founded in 1862 as the organ of the Anti-humbug Society. Clare has its *Northern Argus* and Strathalbyn its *Southern Argus*, Gladstone publishes an *Areas Express*, and Jamestown, its neighbour, a *Star* on Thursday and an *Agriculturist and Review* on Saturday. Kadina, Millicent, Palmerston, and Petersburg have each their own *Times*, and Kadina a *Plain Dealer* also. Kapunda and Narracoorte have their individual *Heralds*. Moonta and Port Pirie have each a local *Advertiser*, the former a *People's Weekly* and the latter a *Recorder* also. A *Pioneer* is issued at Renmark, and another at Yorketown, which has also a *Clarion*. Koorunga publishes a weekly *Record*, Laura sustains a *Standard*, and Mount Barker runs a *Courier*. Mount Gambier for over forty-five years has kept up its *Border Watch*, and for a considerable part of that time has been illuminated by the *South-Eastern Star*. Woodside has its *Southerner*, Port Lincoln its *Recorder*, Orroroo its *Enterprise*, Quorn its *Mercury*, and Port Augusta its *Despatch*. Besides the German *Zeitung* there is published in Tanunda, on Wednesdays, a *Kirchen and Mission Zeitung* in the same language.

Speaking comprehensively, the South Australian newspaper Press is creditably and well conducted. While there is a fair amount of individuality and freedom in the treatment of current topics, the general tone is moderate and self-respecting. Local interests are naturally advocated by the organs which stand for their protection, and free criticism of both legislation and administration, when they are neglected, is not rare; but there is little if any indulgence in offensive personalities when public men are attacked. Hysterical screaming for effect is practically unknown, and perhaps as a consequence libel actions are few and far between.

The moral tone of both the great Adelaide daily papers has always been excellent, their influence on public morals has undoubtedly been salutary, and it is not difficult to believe that the country Press has perhaps unconsciously adopted the same general line. These papers, moreover, were for so long a period under the direct control of men of high personal character and distinguished literary gifts that in each case an elevated standard was set up, and traditions established which have never ceased to operate.

The value of an organ of public opinion necessarily depends to a great extent on its manipulator, and much of the success of the South Australian Press must be attributed to the services of singularly able men who have used their talents in its service. A degree of continuity has been given to the *Register* by the members of the Thomas family who have been connected with it, whether in the mechanical, commercial, or literary departments. The Hon. Anthony Forster

was a managing proprietor for many years, and it is recorded that his connection with the Press had a permanently beneficial effect on journalism in the colony, raising it to a higher level. Dr. Garran, who was editor for some time, proved his prowess in a still wider sphere by editing the *Sydney Morning Herald* for many years with great success. Mr. John Howard Clark brought to his responsible task not only wide culture and a refined literary taste, but an intense—almost passionate—devotion to whatever cause he espoused, deeming it to be right. The Hon. J. H. Barrow, who was a contributor to the one paper before he took a leading part in founding the other, stamped the impress of his personality on the *Advertiser* during its formative period. His mantle fell upon his successor, Mr.

W. Marcus, who, like Mr. Forster, of the *Register*, found time in the intervals of other duties for authorship. Forster's "History" and Marcus's "Handbook of South Australian Resources and Productions" are still valuable for purposes of reference. With regard to both papers, it is a kind of open secret that many of the ablest men in the community have been more or less frequent contributors to their leading columns. In each case the editorial and literary department is efficiently manned. The gentlemen who are now in control were for some time contemporary with predecessors who have been named, and it may truthfully be said of them, as a whole, without attempting the difficult and possibly invidious task of personal discrimination, that, governed by similar ideals, they are achieving corresponding results.

ROBERT KYFFIN THOMAS, one of the proprietors of *The Register* and its associated newspapers, was born at Nailsworth, near Adelaide, on August 19, 1851. He is the eldest son of the late Mr. W. Kyffin Thomas, who was also one of the owners of the above-named paper, and grandson of the founder and pioneer of the fourth estate in South Australia, after whom he was named. He is therefore the third in a direct line of the family who has been closely associated with the organ of public opinion which had its birth before the colony was established, shared in the fluctuating experiences of the early settlers, and served as a vehicle for the dissemination of knowledge, and the interchange of sentiments ever since. Mr. Thomas was educated at the Adelaide Educational Institute conducted by the late Mr. J. L. Young, which at that time occupied a foremost position among the academical establishments of South Australia, and immediately after leaving school in 1868 joined the staff of *The Register*. After entering upon his duties at the office of *The Register*, he continued his studies at Union College, which formed the nucleus of the Adelaide University. An account of the history of the paper is given elsewhere in this work, and it will be sufficient here to name some of the principal points. The first issue was printed in England on June 18, 1836, and the second on June 3, 1837, its office being a pisé cottage in Hindley Street West. Number 1 stated that its proprietors were Robert Thomas and George Stevenson, for whom the paper was printed by W. Clowes & Sons, Lambeth; but Number 2 proudly declared that it was "Printed by Robert Thomas and Co., at their printing office."

The "plant" was of an exceedingly primitive character, part of which had previously been used to execute official printing, including the famous proclamation by Governor Hindmarsh, in a temporary shelter at Glenelg. To say that the paper was published irregularly at first is to use an extremely mild expression, inasmuch as at times several weeks intervened between successive issues, but for all that its light never became entirely extinct. There were



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MR. ROBERT KYFFIN THOMAS.

also several changes in both ownership and location, but in 1854 a permanent settlement was made in Grenfell Street, and the properties were purchased by a syndicate of seven, shortly after reduced to four, Mr. W. K. Thomas being one of the number. When Mr. R. K. Thomas joined the staff in 1868 the proprietary consisted of his father, Mr.

E. W. Andrews, and Mr. John Howard Clark, whose portraits are among the most conspicuous adornments of *The Register* library. In the first instance he became connected with the printing department, but shortly afterwards qualified himself for the position of a stenographer, in due time took his place in the reporters' gallery of the House of Parliament, rose to be Chief of the Staff, and was in charge of the "Hansard" work until he left this particular branch of work in 1882. In 1877 a change in the proprietary was necessitated by the death of Mr. E. W. Andrews, and Mr. Thomas became one of the partners in the concern. The other members of the firm are Messrs. John Harvey Finlayson, W. J. Sowden, and Evan Kyffin Thomas. He devoted himself for many years to the supervision of *The Observer*, but the general management naturally fell largely into his hands, and ultimately he assumed permanent control over the business affairs of the office, for which his experience in the several departments was an excellent qualification. This is not the place to speak of the extensive influence of the paper, its excellent moral tone and high literary character; but the position it holds may fairly be attributed to the sense of responsibility and good judgment manifested by the original founder, his son and grandson, and their coadjutors, who have worthily striven to make it a power for good. Mr. Thomas has taken an active and permanent part in many public enterprises and organizations. He was President of the South Australian branch of the Royal Geographical Society from 1900 to 1903, Vice-President of the Adelaide Chamber of Commerce in 1905, and President in the following year. At the time of

the South African War he was a member of the Executive Committee of the Patriotic Fund, and of the Committee which provided for the equipment and dispatch of the Bushmen's Corps, and was also a member of the Executive Committee of the National Memorial. Besides these he is a member of the Colonel Light Statue Committee, Treasurer of the Old Colonists' Association, and a trustee of the Wyatt Benevolent Fund. In 1876 Mr. Thomas married Amelia, a daughter of Mr. R. G. Bowen, and has a family consisting of four daughters and three sons. His two elder sons occupy positions in *The Register* Office, making a fourth generation of the same family in the establishment. His residence is "Ardington," Brougham Place, North Adelaide.

The Honourable Sir JOHN LANGDON BONYTHON, the well-known proprietor of *The Advertiser*, though in the prime of life, has already had a distinguished career. He was born in London on October 15, 1848, but came to South Australia with his parents when quite a child. He is a scion of an ancient Cornish family—landowners more than seven centuries ago—the Bonythons of Bonython and Carclew, and together with a natural pride in his ancestry cherishes strong affection for the country from which he hails. When the Cornish Club was formed he became its Vice-President, the President being Sir James Penn Boucaut, and his library is believed to contain the most complete collection of works relating to Cornish history and antiquities that is to be found in Australia. Sir Langdon received his education at Brougham School, and at the age of sixteen joined the literary staff of *The Advertiser*. He is a born journalist, and withal possesses business ability to a degree that is seldom

found associated with the literary faculty. Under the supervision of the Honourable J. H. Barrow, who was editor at the time, the young reporter's progress was rapid. He was a glutton for work, got plenty of it in the law courts and Parliament to prove his power, and soon made his way to the front. He became chief of the staff while still young, was then appointed sub-editor, and afterwards managing editor, in which position he wielded practical control. The proprietary of *The Advertiser*, after several changes, came into the hands of



Lafayette,

Melbourne.

HON. SIR JOHN LANGDON BONYTHON.

Messrs. Barrow and King, but the death of Mr. Barrow, and Mr. King's entrance into Parliament, necessarily threw greater responsibility on the managing editor, which he discharged so efficiently that in 1878, together with Mr. Burden, he became a partner in the concern. Six years later Mr. King retired from the firm, and in 1893 Sir Langdon became editor of the papers and sole proprietor of the business he had so largely assisted to develop during the previous

thirty years. Long before this time Sir Langdon had begun to take an interest in public affairs and especially in educational matters. He was Chairman of the Adelaide School Board from 1883 to 1901, and became highly popular with the teaching staff of the Educational Department. In 1897 he was elected Chairman of the South Australian Teachers' Association, and President of the Literary Societies' Union. He was a member of the Technical Education Commission, which resulted in the establishment of the School of Mines and Industries, and it is in connection with that institution that his most valuable public services have been rendered. He has been President of its Council since 1889, and has watched over its interests during the whole period with unfailing care. He has also been Chairman of the Council of the Agricultural College, and Commissioner for Intercolonial Exhibitions. He is President of the Royal Geographical Society of South Australia, and President of the Protectionists' Association. In 1898 Sir Langdon was rewarded for his service by being created a Knight Bachelor, and when the first Federal election took place the Royal approval was endorsed by the popular verdict. He secured the second highest number of votes recorded. A further honour came three years later, when he was returned for the District of Barker unopposed. Sir Langdon married, on December 24, 1870, Marie Louise Frederica, daughter of Mr. D. F. Balthasar, of Berlin. He has a family of three sons and three daughters. His eldest son, Mr. John Lavington Bonython, married a daughter of the late Sir John Cox Bray, is associated with the management of the newspapers, and a member of the Adelaide City Council. His eldest daughter is the wife of Mr. Herbert Angas Parsons, LL.B., of the legal firm of Messrs. Glynn & Parsons, Adelaide.

Banking, Insurance, and Finance.

It would be impossible to estimate with any degree of accuracy the extent to which the prosperity of the community and the development of the resources of the country have been promoted by the various financial institutions. The place they occupy in the public life is suggested to the most casual observer by the external appearance of the premises they occupy, which embellish the principal streets of all the large cities. If the eye of a visitor falls upon a building that is exceptionally stately in proportion and attractive in style, he will very likely find that it belongs either to a banking company or an insurance society. This feature was probably in the mind of Mr. George Augustus Sala, the well-known author and journalist, during his visit to the southern world, when he described Australia as a democracy—modified by banks.

In South Australia banking business was not only contemporaneous with the foundation of the colony, but of vital importance to the early settlers. The promoters of the South Australian Company perceived that such would be the case, and included the establishment of a bank in their initial prospectus. This department, however, was omitted from the plan offered to intending shareholders, because it was evident that the bank should not form a branch of a commercial company. The project was, therefore, launched in another form, and sufficient capital raised for a commencement. Mr. Hodder says: "A supply of specie and small notes was sent out in one of the first vessels dispatched by the Company; and the entire plant of the bank, together with a framed banking-house, iron chests, and so forth, was forwarded by the ship 'Coromandel,' in charge of Mr. Edward Stephens, as cashier and accountant. This vessel arrived in South Australia on January 12, 1837, a few days after the colony had been proclaimed a British province, and in March the Bank commenced operations. The notes, which were engraved in London, varied in value from ten shillings to ten pounds, and represented in the aggregate £10,000." With wise prevision it was arranged that the Bank should afford assistance to the settlers in every legitimate way. It was to be one of issue, discount, deposit, and loan, to undertake "the collection of debts and receipts of moneys by commission; give in exchange for the notes of the Bank bills on England, and open up a system of exchange between the colony and the mother country." It had also the functions of a savings bank, giving interest at 5 per cent. on deposits of £1 and upwards. When the land boom took place no encour-

agement was given to those who took part in it, but the early settlers found advances from the Bank on the security of their property a great benefit, because they were enabled to enter on farming and pastoral operations which they could not have done without such assistance. At the same time, a place of security was of great value, when the dwellings were tents, huts, and mud-walled cottages. These subsidiary operations were discontinued as soon as other agencies were in a position to take them up.

"The Bank," says Mr. Hodder, "at once became a medium of exchange between Great Britain and the colony, and in course of time secured agencies in Sydney, Hobart Town, Launceston, Canton, Calcutta, Bombay, Madras, Ceylon, Mauritius, Cape of Good Hope, St. Helena, and Hamburg." It was not only helpful to private individuals and general business, but to the Government also. Governor Hindmarsh only brought out £1,000 in specie, which was soon expended, and when the Administration had no funds £5,000 was obtained from the Bank. Notwithstanding this assistance, however, the institution fell into great disfavour during the period of quarrelling which followed. Its usefulness, however, was attested by Mr. McLaren, the General Manager of the South Australian Company, who, on his return to England in 1841, stated to the shareholders: "I do not hesitate to say that the progress of the colony, and the success of individual colonists, has been more owing to the Bank of South Australia than to any other cause whatever—perhaps I might say, than to all other causes."

Ten years afterwards the Bank was enabled, through its Manager, Mr. George Tinline, to render even more signal service to South Australia than when it supplied Governor Hindmarsh with the sinews of war. In 1851 Adelaide was rapidly becoming a deserted village through the exodus to the Victorian goldfields, and the withdrawal of money from circulation, together with the loss of population, was paralysing every department of industry and trade. Disaster was averted and ultimately prosperity restored through the passing of the Bullion Act in 1852 and the establishment of the gold escort. It was Mr. Tinline who conceived the idea of assaying gold and constituting stamped ingots as legal tender, which, being acted upon, solved the difficulty, and out of the nettle danger plucked the flower safety. Fifteen months afterwards he was presented with a service of plate and a purse of £2,500 as a testimonial from his grateful fellow-colonists for his services in

bringing the Bullion Act into operation and carrying out its objects. For yet another forty years the Bank of South Australia had a successful career, but, finally, when the great wave of financial difficulty swept Australia, and reconstruction became general, it was taken over by the Union Bank.

There are seven Banks of issue now doing business in Adelaide—the Bank of Australasia, the Union, the English, Scottish, and Australian, the National, the Commercial, the Bank of New South Wales, and the Bank of Adelaide. The last-named is the only strictly local financial institution, the others all having their headquarters elsewhere. From the time of its commencement this Bank has had a remarkable career of success. When reconstruction was the order of the day in other States, and local establishments there were falling to pieces like houses of cards, it pursued the even tenor of its way without any such dislocation of its arrangements, which, to its shareholders, was a cause of honest pride. The returns for the quarter ending March 31, 1907, giving the average amount of the liabilities and assets of the several banks, showed a total of notes in circulation, £495,726; bills in circulation, £25,293; deposits, £8,136,418 (including Government deposits, £353,844); while total average assets amounted to £7,961,794.

The Savings Bank, which was founded in 1848, has branches or agencies in most of the principal towns throughout the colony, and both as regards the number of depositors and amount of deposits has made continuous progress. The State Bank was established under the State Advances Act of 1895, which gave authority for loans to producers to the extent of three-fifths of their properties. By an amending Act power was given to lend money on any freehold property, and the conditions with regard to loans on Crown lands were liberalized. The funds for these purposes were raised by the issue of mortgage bonds, payment of principal and interest being guaranteed by the Government. These institutions have diverse objects, the one fostering the exercise of thrift and the other encouraging industry and enterprise. The operations of the State Bank in-

crease primary production, while the Savings Bank is the cashbox for persons of limited means. Each in its own way serves the general interest and promotes the common weal.

With regard to Insurance Companies, their name is legion. They cover every variety of risk, and deal in all kinds of business—fire, life, accident, guarantee, marine, etc., etc. The titles and objects of about eighty are published in the "Directory"; but with the exception of the South Australian Builders and Contractors' Mutual Insurance Co. not one of them uses the name of either the State or its capital as a descriptive designation. For a long period the South Australian Fire and Marine Insurance Company did good business in various parts of the State, and yielded handsome dividends to its investors. It acquired a firmly-established position, but eventually it was taken over on advantageous terms to its shareholders by the Norwich Union.

Among the finance companies that are distinctively South Australian are the Executor, Trustee, and Agency Company of South Australia, the Mortgage Company of South Australia, and the South Australian Land, Mortgage, and Agency Company. The business of these institutions is not limited to this State. There are also doing business in Adelaide the Australian Mortgage, Land, and Finance Company, the New Zealand Loan and Mercantile Agency Company, and the Queensland Investment and Land Mortgage Company.

During times of excited speculation in land many agencies dealing with that particular subject have appeared and disappeared; but as a land and investment company, as an organization called into existence for these and other purposes, the South Australian Company has survived all vicissitudes. Its founders achieved their object of making the colonization scheme practicable, and the present shareholders are reaping the reward. The Hills Land and Investment Company, the Northern Territory Land Company, and the Port Adelaide Land Company have all local suggestiveness in their titles; and the same may be said of the Willowie Land and Pastoral Association, with which are connected large interests in the North.

BANKING.

BANK OF AUSTRALASIA, King William Street, Adelaide. The prospectus of this bank was issued in March, 1834, the capital consisting of 5,000 shares of £40 each (£200,000), payable in instalments within eighteen months. It was first proposed to call the company the "Royal Bank of Australasia and South Africa," but the Lords of the Treasury declined to recommend that a charter be granted to include South Africa. A charter was pro-

mised to the "Bank of Australasia" in March, 1834, and the details were finally arranged in May, 1835. The first branch was opened on December 14, 1835, in Sydney, the local directors being William Dawes, Robert Campbell, jun., J. B. Montefiore, and Wm. Hayward. The Hobart Town branch was opened on January 1, 1836, the local directors being D. R. Furtado, John Boyes, Andrew Crombie, and John Walker. The branch at Launceston was open-

ed on the same date, taking over the business of the Cornwall Bank. The local board consisted of W. E. Lawson, Wm. Barnes, Henry Reed, James Henty, and Thomas Landells. The first dividend paid was 8 per cent. per annum for the half-year ending January 30, 1837. The Melbourne branch was opened on August 28, 1838. The Adelaide branch was opened on January 14, 1839. The capital was increased to £400,000 in 1837, to £600,000 in

1840, to £900,000 in 1841, to £1,200,000 in 1863, to £1,600,000 in 1883. The first superintendent, Mr. Kinnear, resigned in 1839, and was succeeded by Mr. Griffiths. In 1841 Mr. W. H. Hart took charge, and in 1848 Mr. J. J. Falconer, who was succeeded by Mr. D. C. McArthur, in 1867. This gentleman, a well-known figure in banking circles in the early days, held the responsible position until 1876, when he retired from the service. His place was filled by Mr. E. S. Parkes, killed by railway accident in May, 1887, and was succeeded by Mr. John Sawers. The Perth branch was opened in May, 1841, taking over the business of the Bank of Western Australia. The branch was closed in 1844, and re-opened in 1894. In June, 1846, dividends were suspended, owing to the losses and the doubtful position of an advance of £150,000 made in Sydney to The Bank of Australia, the liability for which the shareholders in that institution repudiated, on the ground that their directors had no power to borrow. The Bank of Australasia lost the case in the colonial courts, but won on an appeal to the Privy Council. The payment of dividends was resumed in 1849. The report of December, 1851, refers to the discovery of gold in New South Wales. The dividends increased to 15 per cent. per annum in October, 1852. The Bank of Australasia was one of the few banks that weathered the

financial crisis of 1893, when one bank after another was compelled to close its doors. The general collapse, however, had the effect of reducing the dividends from 10 per cent., at October, 1892, to 5 per cent. at April, 1895. Since April, 1898, the dividends have again steadily increased to 12 per cent., and the reserve fund has been increased to £1,310,000.

JOHN HAYTER REED, manager for Adelaide and Inspector for South Australia of the Bank of Australasia, was born at Geelong, Victoria, on November 30, 1855. He acquired his scholastic education at the Church of England Grammar School, under Mr. J. Bracebridge Wilson, M.A., and upon its conclusion, entered, as a junior, the Colonial Bank of Australasia, a service he exchanged a year later for that of the Bank of Australasia. After twelve months in the Geelong branch of this institution, he was transferred to the Brisbane branch as clerk, then under the management of Mr. J. B. Dixon, a very popular officer of the Bank. In 1889 Mr. Reed returned to Victoria, where he received promotion to teller at the Sale branch, under Mr. A. S. Palmer. He was then on the relieving staff for a time, and subsequently received the appointment of manager of the branch at Walhalla. He was here subject to the anxieties ex-

perienced in those days by most bankers on the back-blocks, through the knowledge that the Kelly gang of bushrangers were camped on the other side of the Baw-Baw Ranges, and though Mr. Reed was fortunate



Hammer & Co.,

Adelaide.

MR. JOHN HAYTER REED.

in being spared a visit from the notorious band, he had, with his assistants, to be ever on the alert for an attack which might involve their lives and the property of the bank. Dangers by human agencies were not the only ones by which he, in common with others, was threatened in these localities; and, on one occasion, when on a visit to the Toombon mining centre, for the purpose of moving gold under escort, Mr. Reed and his party encountered a severe snowstorm in Ferntree Gully, the results of which were likely to prove very serious. Three years were passed at Walhalla, and afterwards a similar period at Traralgon, where he succeeded Mr. Hector Munro, the hero of an attack by armed bushrangers at Moe. Mr. Reed then returned to Sale as acting-manager, whence he was transferred to the New South Wales staff, becoming manager at Newtown, Sydney, in 1889. Four years later he was promoted to the Pitt Street branch, and when the head office for New South Wales was moved to the new building in Martin Place, Mr. Reed and his staff took possession of the vacated premises; and here he continued until May, 1905, when he received the appointment of manager to the Adelaide branch, which includes the office of inspector for South Australia.



Photo by H. Krischock.

BANK OF AUSTRALASIA, KING WILLIAM STREET, ADELAIDE.

lia. Mr. Reed's long and efficient services were recognized in a substantial manner upon his departure from Sydney, by his many friends, he and Mrs. Reed being the recipients of handsome presentations. Mr. Reed has been a member of the Committee of the Institute of Bankers of New South Wales almost from its inception.

THE UNION BANK OF AUSTRALIA, LIMITED. This old and solidly-established institution was founded on September 1, 1837. Its original capital consisted of £500,000, in 20,000 shares of £25 each; £5 being payable at the date of subscription, and the balance in calls of not more than £2 10s., at intervals of not less than three months each. Starting with a strong directorate, including the names of gentlemen more or less identified with Australia or its trade, the whole of the shares was taken up as soon as issued, and, having taken over the business of the Tamar Bank in

Launceston on April 30, 1838, the Union Bank opened its doors in that town on the day following. Owing to the continually expanding operations of the institution, it was necessary to increase its capital from time to time. It was raised to £1,000,000 in 1841, to £1,250,000 in 1863, to £1,500,000 in 1878, and to £4,500,000 in 1880. Of this amount, one-third has been fully paid-up. In the last-named year the Bank was registered under the Companies Acts, 1862 to 1879, under the title of "The Union Bank of Australia, Limited." The value of the 60,000 shares was raised from £25 to £75 each, and it was provided that no part of this increased capital should be called up, except in the event and for the purpose of the Company being wound up. In April, 1892, the Union Bank acquired the business of the Bank of South Australia. An examination of the dividends paid between 1838 and 1906-1907 discloses a continuance of prosperity quite remarkable in the annals of Australian banking. On thirty-nine occa-

sions they ranged from 10 to 20 per cent., and on eight others the range was from 21 to 40 per cent., this maximum having been reached in the year 1853, just after the great gold discoveries. Since the Bank



Hammer & Co.,

Adelaide.

MR. JOHN DUNBAR.



Photo by H. Krischock.

UNION BANK OF AUSTRALIA, KING WILLIAM STREET, ADELAIDE.

first came into existence, and up to the issue of the balance-sheet of August 31, 1906, the profits of the institution have reached the very large total of £11,433,765 8s., being a yearly average of £13 3s. per cent. Even during the severe financial crisis, the Union Bank never paid less than 5 per cent. From the foregoing figures it will be seen that, since this Bank commenced business in 1838, it has returned to its shareholders the subscribed capital more than seven times over, while its assets include investments in Government and other "gilt-edged" securities of the value of £630,545, and a reserve fund equally well secured, representing £1,120,000, making a total of £1,750,545. This reserve has been largely built up by a yearly appropriation of a portion of the profits to that purpose, and also of the whole of the premiums received on the issue of new shares. The entire reserve fund, invested, as has been said, in first-class Government securities, is registered in the names of the trustees of the bank, namely, the Right Hon. Lord Hillingdon, Mr. Maurice G. C. Glyn, and Mr. Arthur Flower. The balance-sheet presented at the half-yearly meeting in London on January 21, 1907, showed the following figures:—Specie on hand and cash balances,

£4,203,000; bullion in hand and *in transitu*, £208,000; money at call and short notice in London, £1,045,000; bills receivable, loans, etc., at London office, £2,314,000; and investments, £1,630,000; amounting altogether to £9,400,000; against liabilities in London and the colonies, consisting of:—Circulation, £521,000; bills payable, £1,867,000; deposits, £18,176,000; total, £20,564,000. This represents 9s. 2d. in the £ against all liabilities. The profits made during the period covered by this document, together with the balance brought forward, amounted to £201,406, of which £105,000 was allocated to a dividend at the rate of 10 per cent. per annum, and bonus of 2 per cent.: £20,000 was appropriated in aid of the Officers' Guarantee and Provident Funds; £10,000 was written off the Bank's premises and property in the colonies; £35,000 was carried to the reserve fund; and £31,406 carried forward. A bonus of 10 per cent. on their salaries was also distributed to all officers of the service. The following are the chief officers in Victoria:—General manager, Mr. S. Hallamore; chief inspector, Mr. C. W. T. F. Russell; inspector, Mr. P. Colley; Melbourne manager, Mr. J. Corbett; Melbourne sub-manager, Mr. W. A. Gibson. The Bank has thirty-three branches in Victoria, and the confidence which has been reposed in it by the public during the seventy years of its prosperous existence has been materially strengthened by the fact that it remained unaffected by the financial hurricane which swept the States, and was most severely felt during the closing years of the eventful century so recently ended. A branch of the Bank was opened at Adelaide in January, 1850. At that time there were only two other banks doing business in South Australia, of which one, the Bank of South Australia, was afterwards, in 1892, absorbed by the Union Bank. The establishment of these two institutions had been contemporaneous, and it is worthy of note that the late George Fife Angas, with whose name the progress of the State has been so closely associated since its settlement, was the first Chairman of Directors of the two institutions. Since then the growth of the Bank has been coincident with that of the State, and to-day it is represented by fifteen branches in South Australia. The manager at Adelaide is Mr. John Dunbar, and Mr. H. C. Skeet is sub-manager.

JOHN DUNBAR, Manager of the Adelaide Branch of the Union Bank, entered his present service in 1876, having been previously identified with a Scotch bank. Since his entry into the institution in which he now holds so prominent a position Mr. Dunbar has gained valuable banking experience in all the Australian States, Fiji, and New Zealand. He was connected with the inspectors' staff for some fourteen years, and also filled other important posts which brought him into close relationship with the affairs of the Bank. Mr. Dunbar has achieved a good measure of popularity, and is looked upon as a sound financier in banking circles.

tide had turned, and a period of commercial disaster shook the colonies to their very foundations, among the very few that remained comparatively unmoved amid the storm was the Bank which forms the subject of this article. The Bank of Adelaide formally opened its doors to business on December 11, 1865. Among its promoters were such prominent names as the Hon. (afterwards Sir) Henry Ayers. Dr. F. C. Beyer, Messrs. John Dunn, G. P. Harris, T. S. Henry, Thomas Magarey, William Morgan (afterwards Sir), William Peacock, R. Barr Smith, R. A. Tarlton, and T. G. Waterhouse. There had been no very important



Photo by H. Krischock.

BANK OF ADELAIDE, KING WILLIAM STREET, ADELAIDE.

THE BANK OF ADELAIDE.

South Australians have, without doubt, every right to be proud of many of their locally-founded institutions, but perhaps there is none better deserving of a reputation for stability and flourishing financial progress than the Bank of Adelaide. It came into existence in 1865, a few years prior to the opening up of the northern agricultural areas, with the resulting abundant harvests which caused an unparalleled expansion in the province. This wave of prosperity rapidly raised Adelaide to the rank of an important city among her sister capitals, and her financial institutions rose on the crest of the wave. When a few years later the

locally-owned institution of the kind, with the notable exception of the Bank of South Australia, founded under the auspices of the South Australian Company in March, 1837, three months after the proclamation of the province, and the proposals were welcomed by many prominent commercial men. The subscribed capital of the Bank was £250,000, in 50,000 shares of £5 each, of which the sum of £75,000 was paid up. The trustees under the deed of settlement were Mr. Joseph Fisher and the late Messrs. Anthony Hall and James Smith. The institution was incorporated without any difficulty, and the incorporating Act of Parliament was

assented to on December 5, 1865. Men of high reputation and position were appointed to the first Board of Directors, such as the Hon. Henry Ayers, Messrs. T. G. Waterhouse, R. Barr Smith, Thomas Magarey, and G. P. Harris; whilst Mr. John Souttar was entrusted with the responsible duty of managing the concern. Under his excellent management it quickly acquired a substantial connection, and three years after its foundation it paid a dividend of 6s. per share. Important current accounts were opened, substantial deposits received, and the new institution rapidly grew in the favour of the commercial world, its subsequent history being one of almost unvarying prosperity and success. During the three years following its projection the paid-up capital was increased to £200,000, and in 1872 it was deemed especially necessary to further add to the capital. An additional lot of 50,000 £5 shares was accordingly issued at a premium of £1 per share, and was readily taken up. By the year 1875 the paid-up capital had reached £400,000, at which figure it has remained. Mr. R. G. Wilkinson succeeded Mr. Souttar in the management of the Bank in April, 1880, the latter gentleman having retired in October of the previous year. For nine years he controlled operations with marked success, the position becoming more onerous with the increasing connection of the Bank. Mr. Wilkinson ably proved his superior powers as a financier, and manifested a distinct grip of the essentials of local business life. He resigned his position of manager in August, 1889, and was appointed superintendent, which position he held until 1890, when he retired from the Bank's service. Mr. John Shiels, who possessed a long experience of banking matters in Victoria, followed him as manager, and under his control the pres-

tige of the Bank was fully established, as reference to the appended table will readily show. During the financial panic of 1893, which witnessed the collapse of so many banking institutions in Australia, The Bank of Adelaide stood as a house built upon a rock, and shareholders and depositors rejoiced in exemption from the inconvenience and loss caused by reconstruction or liquidation. The Bank now occupies the leading position among similar institutions doing business in South Australia. It is one (and for some years was the only one) of the banks in the province proclaimed by the Government under the Trustees Act of 1893 as a bank where trustees may deposit trust funds without liability to themselves. The head office of the Bank of Adelaide is a handsome building, with spacious accommodation, situated at the corner of King William and Currie Streets, Adelaide. There are thirty-three branches and twenty-one agencies in South Australia, and a branch in London, with Mr. Percy Arnold as manager, the directors being Messrs. W. Lund and William Austin Horn. The directorate in South Australia at present consists of Messrs. A. G. Downer (Chairman), James Harvey, H. C. E. Muecke, Sir Jenkin Coles, M.P., and Arthur Waterhouse. Mr. Shiels is aided by the able services of Mr. Young as assistant-manager. In connection with the following statement, it should be noted that, in addition to the coin and bullion shown, the Bank held, from 1887 and onwards, Government debentures and other liquid assets; the amount in the 1906 balance-sheet being—Government debentures, £458,913; and liquid assets, £1,363,972. The accompanying statistics, taken from the balance-sheets, show in a concise form the progress made by the institution since its establishment:—

Year.	Notes in Circulation.	Deposits.	Coin and Bullion.	Advances.	Reserve Fund.
	£	£	£	£	£
1867	19,231	102,282	38,854	256,893	6,531
1870	28,800	189,168	73,468	371,152	10,379
1878	73,131	847,551	99,971	1,028,055	90,000
1881	47,162	550,030	103,026	756,806	140,000
1886	49,815	586,112	149,871	927,129	165,000
1891	69,654	1,075,128	159,608	1,136,930	182,000
1893	80,905	1,212,240	255,228	1,277,935	140,000
1895	92,844	1,654,892	380,312	1,347,786	146,000
1898	115,896	1,905,947	460,341	1,457,486	155,000
1901	130,594	1,913,387	345,519	1,489,453	170,000
1903	127,702	2,148,960	379,659	1,470,339	200,000
1906	157,846	3,145,970	477,391	1,913,016	250,000

THE COMMERCIAL BANK OF AUSTRALIA, LIMITED.

Head office, Collins Street, Melbourne. This institution, established in 1866, was the first bank to be registered in Victoria under the Companies Statute with limited liability. It had a somewhat troubled infancy, but in 1870 changes were made in the directorate, and Mr. H. Gyles Turner was appointed General Manager. At that date the deposits and advances were only £340,000 and £450,000 respectively; but by a careful attention to the wants of traders and the agricultural and mining interests, it gradually improved its status, and twenty years later the figures stood at £10,700,000 of deposits and £10,575,000 of advances. Up till 1892 the bank paid regular dividends, commencing at 5 per cent., and ranging up to 17½ per cent. per annum. In the financial disasters which overtook the community in 1893, culminating in a banking panic, the Commercial, in common with most of its colleagues, had to ask for an extension of time to meet its engagements. At the date of reconstruction the Bank's liabilities were £12,000,000. Of this large sum, excluding the preference shares, there now only remains £2,900,000, due in 1916, represented by the deposit receipts of the Special Assets Trust Company, to which body all the unrealized assets of the old bank have been hypothecated, and by it are being gradually realized. The current business of the Bank has shown steady progress, and it holds a leading position, having now, in addition to its London office, 121 branches and agencies in Victoria, 26 in South Australia, 13 in New South Wales, 10 in Queensland, 10 in Western Australia, and 2 in Tasmania. Its deposits and advances on June 30, 1906, were £4,264,860 and £4,411,937 respectively; and the paid-up capital of £2,212,631 is the second largest of any bank in Australia. The directorate comprises men of recognized ability and standing, and its head office premises are handsome, commodious, and central, the clearing-house for the Melbourne banks occupying part of them. The banking-hall is the finest in Melbourne, if not in Australia, giving ample provision for continuous expansion of business. Its directorate is composed of the following gentlemen:—Mr. W. H. Calder (Chairman), Hon. Robert Harper, M.H.R., Hon. W. H. Em-

bling, M.L.C., Mr. J. C. Syme, and Hon. Duncan McBryde, M.L.C. Mr. Herbert Ledlie Heron is the General Manager, Mr. Edward Smith manager of the head office in Melbourne, and Mr. W. H. J. Thomas Inspector of Branches. The Adelaide Branch was opened on July 1, 1884, under the management of the late Mr. Robert Owen, who was at the end of the following year succeeded by Mr. Edward Smith. The latter continued in charge for some six years, when, after a holiday trip to the Old Country, he was appointed to Melbourne as Manager, which important office he still holds. Mr. Edward Jones took up the management at Adelaide, having been

transferred from Brisbane in 1891, and it was not till his voluntary retirement, fully ten years after, that the charge fell to Mr. Arthur Walker, the present Manager. The handsome premises near the north end of King William Street, where the Bank's Adelaide business is conducted, were erected in 1889, Mr. Edward Davies being the architect and Mr. James Shaw contractor. The Bank is rapidly extending its business, both in South Australia and the other States of the Commonwealth, in all the chief centres of which, including Port Darwin, it has offices. Thus its name is truly indicative of its wide Australian interests.

ARTHUR WALKER, Manager of the Commercial Bank of Australia, Limited, Adelaide, has had a long and honourable career in this Bank's service. He was born at Prahran, a suburb of Melbourne.



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Adelaide.

MR. ARTHUR WALKER.

Victoria, in 1860, being a son of the late Mr. George S. Walker, a valued officer of the Union Bank of Australia. Receiving his scholastic training at the South Yarra College, under the Rev. H. Plow Kane, he joined in 1876 the staff of the Bank, with which he has been identified ever since, beginning as a junior in the head office, Collins Street, Melbourne. During his term of service, Mr. Walker has risen through the various grades, being principally connected with the Inspector's Branch, till he was promoted to the position of Inspector, which he occupied for twelve years. From 1899 to 1902 he was Assistant-Manager at the head office under Mr. Edward Smith, who was so well known in South Australia as the Manager of the Adelaide Branch for many years. In 1902 Mr. Walker was appointed to his present position, which, however, was not entirely new to him, he having filled the chair for six months on a previous occasion, when Mr. Edward Jones, the then Manager, was away on a trip to the old world. Mr. Walker takes a deep interest in musical matters, being a member of both the Adelaide Orpheus Society and the Lyric Club. He is also on the Council of the Lothian Club, and a member of the Council of the Justices' Association of South



Photo by H. Krischock.

COMMERCIAL BANK OF AUSTRALIA, KING WILLIAM STREET, ADELAIDE.

Australia, having been gazetted a Justice of the Peace in 1904. He was married at Melbourne in 1891 to Frances Sophia, daughter of the late Mr. John Sinclair, a gentleman highly esteemed in the insurance world of Australia, and who occupied for a long period the position of Secretary and Manager for Australasia of the Northern Assurance Company. Mr. Walker resides at "Tyneside," Watson Avenue, Rose Park.

ENGLISH, SCOTTISH, AND AUSTRALIAN BANK, LIMITED. King William Street, Adelaide. This Bank was established in Melbourne in the year 1852, under the style of the English, Scottish, and Australian Chartered Bank, with a paid-up capital of £500,000. Shortly afterwards branches were opened at Sydney and Adelaide, and, as the business gradually developed, sub-branches were opened in most of the principal towns in Victoria, New South Wales, and South Australia. The Bank's operations were extended to Queensland in 1889, and a branch established in Brisbane. The Bank's paid-up capital was in 1863 increased to £600,000, and the steady expansion of business caused it to be further increased until in 1889 it stood at £900,000. Dividends were regularly

paid from the inception of the Bank, beginning at the rate of 4 per cent. per annum, and expanding gradually until 1883, when a 10 per cent. dividend was declared. This rate was maintained until shortly before the financial crisis throughout Australia in 1893, which necessitated a reconstruction of the Bank. The institution was then registered as a limited liability company, and it now has a paid-up capital of £539,437 10s., besides perpetual inscribed stock, amounting to over £2,650,000. Last year a dividend of 4 per cent. per annum was distributed, which has this year been increased to 4½ per cent. The total reserve funds and undivided profit amount to about £155,000. Mr. Alexander Urquhart is the Inspector and General Manager for the States. The Adelaide Branch of the Bank was opened on April 1, 1864, the first Manager being Mr. J. Brodie Spence, who retained the position for upwards of fourteen years, when he was succeeded by Mr. C. T. Cowle, who held control until 1895. Mr. J. B. Ridings, a very old and esteemed officer in the Bank's service, next held the chair until 1900, when he gave place to the present Manager, Mr. **ROBERT JOSEPH HAWKES**. The last-named gentleman is an officer of long standing, having served the Bank for upwards of twenty-five years. He is a

native of South Australia, having been born at Glenelg, the popular seaside resort. After the completion of his scholastic course, Mr. Hawkes joined the Bank at the age of seventeen years, and having passed



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MR. ROBERT JOSEPH HAWKES.

through the various grades, he was, in 1900, promoted to the important position he now occupies. He also occupied the position of Chairman of Adelaide Banks during the year 1906. Mr. Hawkes is an enthusiastic golfer, and a member of the Adelaide Golf Club.



Photo by H. Krischock.

ENGLISH, SCOTTISH, AND AUSTRALIAN BANK, ADELAIDE.

The **BANK OF NEW SOUTH WALES** was the first bank established in Australia, having opened its doors in Sydney on April 8, 1817, with a paid-up capital of £3,625. For the first thirty-five years of the Bank's history the growth of the colony was slow, and there was but little scope for banking enterprise. From the date of the gold discoveries, however, the field rapidly widened, and the capital of the Bank was increased from time to time to keep pace with the development of trade and commerce, as well as to preserve a sound and prudent ratio between the Bank's own funds and its growing obligations to the public. In 1851 the paid-up capital was £122,120, and a reserve fund was started with £15,000. Two years later the paid-up capital was £400,000, and two years later still, £500,000; in 1860, £750,000; 1865, £1,000,000; 1887, £1,250,000; 1893, £2,000,000; and

it is now £2,500,000; whilst the reserve fund on March 31 last had grown to £1,500,000. The half-yearly balance-sheet of the Bank on March 31, 1907, showed liabilities on notes in circulation and deposits and accrued interests of £27,321,049, and assets £35,001,770, of which £14,129,901 was in cash or British and colonial Government or municipal securities and other immediately convertible items, the gold and coin holding alone amounting to £6,451,585. The net profits, including the undivided balance brought forward from the previous half-year, amounted to £169,314, of which sum £100,000 was absorbed in the payment of a dividend, at the rate of 10 per cent. per annum, £25,000 was added to the reserve fund, £15,000 was transferred to the "Buckland" fund (established by the late Thomas Buckland, a former President of the Bank, to provide for exceptional cases of officers of the Bank not covered by the Provident Fund Rules), and £29,314 was carried forward. The head office of the Bank is at Sydney. There is a Board of six Directors, of whom the Hon. C. K. Mackellar, M.L.C., is the President. Mr. J. Russell French is the General



Photo by H. Krischock.

BANK OF NEW SOUTH WALES, KING WILLIAM STREET, ADELAIDE.

Manager. At the date of the last half-yearly report the Bank had 235 branches in all the principal towns in the Australian States and

New Zealand, as well as at Suva, Fiji, and the London office. The Bank allows interest on fixed deposits, collects for its customers dividends on shares and interest on debentures, and conducts all customary banking business. It has agents and correspondents in all countries, and issues letters of credit and circular notes negotiable throughout the world. The Manager for Adelaide is Mr. W. E. Frazer.



Photo by H. Krischock.

NATIONAL BANK OF AUSTRALASIA, KING WILLIAM STREET, ADELAIDE.

The NATIONAL BANK OF AUSTRALASIA, LIMITED. The National Bank of Australasia was founded in Melbourne in 1858, when the following prospectus was issued:—"The National Bank of Australasia. Established 1858. To be incorporated by Act of the Legislature, limiting the liability of the shareholders to double the amount of their shares. Capital of £1,000,000 sterling, in 200,000 shares of £5 each. A preliminary deposit, 10s. per share, first call £1 10s. per share, after which no further call to exceed £1 per share. Interest allowed on current accounts. Bills for discount received daily. To be conducted by a Board of Directors not to exceed six in number, who shall annually elect from amongst themselves a Chairman." On August 10, 1858, an Act

of Incorporation having been obtained from the Parliament of Victoria, the first Board of Directors was elected. There were sixteen candidates, but the six successful ones were Messrs. D. Campbell, T. Brown, jun., F. Burdett Franklin, J. Houston, T. H. Lempriere, and J. Mackenzie. In 1860 Mr. Cunningham was appointed Manager of the Bank. Mr. Fred. Wright succeeded Mr. Cunningham in 1866, and in 1870 Mr. E. M. Young was appointed. In the following year Mr. F. Grey Smith was appointed chief manager of the institution. The last-named gentleman died on May 1, 1901, and the present chief

manager, Mr. John G. Addison, was appointed to succeed him. The Bank has branches at Sydney, Adelaide, Perth, and London, and 123 other branches and numerous agencies in the Commonwealth. The dividend on preference shares is at the rate of 5 per cent., and that on the ordinary for the last half-year 5 per cent. per annum. According to the half-yearly balance-sheet for the six months ended March 31, 1907, the net profit had increased from £45,034 to £52,767, an addition of £7,700 in the twelve months. Notes in circulation had enlarged from £260,523 to £293,626; bills showed a reduction of £517,000

during the twelve months, while deposits increased by over £1,000,000. The coin, bullion, and cash at bankers had been raised to £2,094,420, making ample provision for present and future requirements. What is usually termed the liquid resources totalled the large sum of £4,015,512 equal to 8s. 5d. in the £ of the Bank's liabilities. The Directors are:—Mr. E. Trenchard (Chairman), the Hon. J. M. Pratt, Sir W. A. Zeal, and Mr. John Grace. Mr. John G. Addison is the chief manager of the Bank in Melbourne, and Mr. G. V. Shillinglaw the manager. The Adelaide office is in charge of Mr. J. G. Jennings.

INSURANCE.

The A.M.P. SOCIETY.—The Australian Mutual Provident Society—or, as it is more popularly known, the "A.M.P."—had its birth in Sydney in the year 1849. Its origin was humble. The office first occupied has been described as "an upper room in George Street, near Hunter Street, over a grocer's shop, above the door of which projected a gilt coffee-pot." The same authority goes on to add: "I have heard that the office boy, finding the time heavy on his hands, used to extract some amusement in various ways out of that same gilded presentment." The Society's establishment was the outcome of a meeting of a few philan-

thropic gentlemen, when its objects were thus set forth:—

"For the purpose of raising funds by the mutual contributions of the members thereof, or otherwise, for assurances on their own lives, or on the lives of other persons; for the assurance of joint lives and survivorships; for the purchasing, granting, and sale of annuities certain, or on lives present, deferred, or reversionary; for the purchasing and granting of endowments, and for the transacting and carrying on of all business dependent on the contingencies of human life."

The first year's operations of the Society resulted in its acquiring 30 life policies assuring £9,450, 4 endowment policies for £350; and 8 deferred annuity policies for £240

per annum—not a very promising beginning, truly. But a better harvest was reaped in the years imme-



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MR. CHARLES AUGUSTUS SCHULTZ.

diately ensuing, and, although it was fully a decade later before the operations reached anything like large figures, and began a course of rapid expansion, the business of these early years showed a steady progress. In December, 1854, an agency was opened in New Zealand, and another in Tasmania in February of the following year. In later years operations were commenced in all the other Australasian colonies, so that at the present time the Society has branches, each under the control of a local Board of Directors, in every capital of Australasia. It naturally followed that as the Soci-



Photo by H. Krischock.

AUSTRALIAN MUTUAL PROVIDENT SOCIETY'S BUILDINGS, ADELAIDE.

ety established itself in each State, it acquired permanent offices in which to carry on its business. A policy of erecting its own premises, which has been consistently followed, has thus resulted in the well-known architectural adornments figuring prominently in most of the large cities of Australia and New Zealand. The total value of these premises now stands on the Society's books at £382,000. The Society, being purely a mutual institution, has made periodical divisions amongst its participating policy-holders of its available surplus, in the shape of bonuses, at first every five years, but since the year 1884 annually. As an instance of the marvellous growth it has achieved from the small beginnings hinted at above for last year (1905) alone, the cash bonus distributed was £635,000. As the Society grew in strength of membership, so also grew the total amount of its risks, till now the sums assured with reversionary bonuses in force stand at the enormous aggregate of £68,000,000. The growth of the funds from £96 8s. 1d. at the end of 1849 to the present figure of £21,500,000, the general reserve now held to meet the liabilities mentioned above, affords another striking example of the success it has achieved. The annual income of the Society is now over two and three-quarter millions sterling, and this amount was sufficient during 1905, after paying expenses and claims (the latter being considerably over £1,000,000), besides cash bonuses and other disbursements, to provide the substantial addition made to the accumulated funds — £855,000. Owing to its economy of management and careful selection of risks, combined with a rather handsome interest return on its investments, the Society has attained an enviable position amongst the life-assurance institutions of the world as a bonus-distributing concern. The *Saturday Review* (London), commenting upon the A.M.P. Society, and comparing its accounts with those of the foremost British offices, expresses the following opinion: "In these circumstances, it is not surprising to find that its bonus results are exceptionally good. . . . The A.M.P. is economically managed, even when judged by English standards; and there are no shareholders to add to the expense. The Society stands out, therefore, as perhaps the best life-assurance company in the world." The figures relating to the

South Australian business should afford a certain amount of satisfaction to the people of this State, seeing that the Society's Branch Office has assurances on its books totalling £4,417,494—equal to an average of about £12 per head of every man, woman, and child of the State's population, which shows the popularity of this great and solid Society. The head office of the Society in this State is 23, King William Street, Adelaide. CHARLES AUGUSTUS SCHULTZ, Manager in Adelaide for the Society, the largest financial institution in Australasia, entered the Society's service in Sydney over thirty years ago. He has passed through all the departments of this wonderful institution, and was very successful in the actuarial examination held in Sydney. Mr. Schultz was subsequently transferred from Sydney to Melbourne, where he spent ten years, and then sent to Wellington, New Zealand, where he filled the position of accountant. After seven years he returned to the Melbourne office, and two years later was appointed Resident Secretary of the South Australian Branch.

The SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND, Cowra Chambers, Grenfell Street, Adelaide, was established in Auckland in the year 1872. It transacts fire business throughout New Zealand, Australia, India, China, South Africa, and Egypt, while its marine branches and agencies extend all over the world. In 1906 the Company added to its operations in New Zealand and Australia accident business in all its departments, including personal, accident and sickness, employers' liability, plate-glass, guarantee, and burglary. For some years the Company carried on business in California, but it retired from that field in 1890, and was thus fortunate enough to escape the huge losses caused by the great San Francisco disaster of 1906. The South British was one of the first companies to open in South Australia, and in 1888 it hastened the steady progress it had been making by purchasing the Adelaide Marine and Fire Assurance Company. The late Mr. E. M. Ashwin, General Manager of the Adelaide Company, was appointed manager of the South British, and under his very able administration

the Company attained the prominent position it now holds in South Australia. Under the present General Manager, Mr. James Kirker, the South British has progressed in a remarkable degree, to which success South Australia has contributed her share, and the Adelaide branch of the Company is considered relatively one of great importance. The policy of the South British, under Mr. Kirker, has been to consider itself in the nature of a trustee for its clients, and the payment to shareholders of moderate dividends on their capital has enabled substantial reserves to be built up. Security being the first requisite of an insurance company, funds in proportion to income, indicating amount at risk, should be accumulated, so that when abnormal losses, incidental to insurance business, arise they may be promptly and liberally settled. In this respect the position of the South British, with the security it affords, is second to none. PERCY HENRY UPTON, the present Manager, can be classed amongst the most experienced insurance men in Australasia. He was born in Auckland, New Zealand, in the year 1874, and received his education at the Auckland College and Grammar School of that city. In 1892 he entered commercial life as a junior in the Auckland office of the Company with which he is now associated. After two years



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MR. PERCY HENRY UPTON.

Mr. Upton received transfer to the Adelaide office of the Company, where he was engaged in the clerical department for sixteen months, under the late Mr. E. M. Ashwin, and,

subsequently, was promoted to Napier branch as chief clerk for a year. A period in the same service in India followed, where he occupied the position of accountant at Calcutta for eighteen months, and was then transferred to Singapore, where the business of the Straits Marine Insurance Company was purchased, and a branch of the South British opened, with Mr. Upton as its first manager. While in Singapore he was instrumental in the formation of a Marine Underwriters' Association there, and held the position of its honorary secretary until his departure, in 1901, to assume the management of his Company in South Australia. Mr. Upton was elected to a seat on the Committee of the Fire Underwriters' Association in 1902, and is now Chairman; and he is Vice-Chairman of the Marine Underwriters' Association, of which, in 1904 and 1905, he was Chairman. He has always taken a keen interest in athletics, and is a member of the Council of the Amateur Athletic Association of S.A., formed in 1905; was Secretary, in 1903 and 1904, of the Lawn Tennis Association, S.A.; and is the present Secretary of the Adelaide Tennis Club. He is on the Committee of the Adelaide Rowing Club, and takes a keen interest in swimming, having been Captain of the Singapore Swimming Club while in that city. Mr. Upton resides on Strangways Terrace, North Adelaide.

liabilities upon the "Pure Premium" method, the whole of the expenses of carrying on and extending the business have been treated as a charge upon, and have been paid once and for all, out of the revenue of the period in which they were incurred. The sources from which the Society's profits will arise in future years being preserved intact,



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MR. CHARLES ALFRED MONK.

and not anticipated in any way, is the best guarantee that the profits of future years will compare favourably with those of the past. Policies that have been allowed to lapse through oversight may be revived at any time within thirteen months from the date when the premium became due, on production of evidence satisfactory to the Board of Directors that the person continues to be in good health and of sober and temperate habits, and on payment of interest for the overdue period, in terms of the Society's Articles of Association. After three full years' premiums have been paid, a policy is entitled to a cash value, in terms of the Articles of Association. This amount is necessarily only a proportion of the total premiums paid. Should the member wish to discontinue his membership, he may surrender his policy to the Society, and receive its cash value, or in lieu thereof he may, upon application, have a paid-up policy of equivalent value, requiring no further payments, provided the amount of such paid-up policy shall not be less than £25. When a member fails to pay

his renewal premium, and the surrender value is sufficient to cover the same with interest thereon, and it is not otherwise provided in the form of policy issued, the premium will be advanced by the Society as a debt against the surrender value, and the policy will be maintained in full force and effect. In fact, the claims of the Society to public confidence are undoubted, both in regard to its progress and strength, and to its equitable consideration of all members. Its abolition of all restrictions as to travel and residence, its facilities for keeping its policies in force, its surrender values, and its promptness in paying claims on proof of death and title, place it in the front rank of liberal and progressive offices. The Secretary for South Australia is CHARLES ALFRED MONK, who was born at North Adelaide, and educated at Grote Street Public School. In January, 1882, he joined the South Australian Branch of the Australian Widows' Fund as a junior, and received rapid promotion until he attained the responsible position of accountant. In 1897 he was sent to the Wellington office, in New Zealand, where he spent two and a half years. He then received his present appointment as Resident Secretary of the Adelaide Branch, with control of offices throughout the State, and including Broken Hill. The history of the branch is one of steady progress, and never were there more policies in force than in 1907. Dr. Melville Jay is the chief medical officer for this State.

THE AUSTRALIAN WIDOWS' FUND LIFE ASSURANCE SOCIETY, LIMITED, South Australian Office, Grenfell Street, Adelaide. The Adelaide Branch of this well-known Life Assurance Society was established in 1878, the first secretary being Mr. Gavin Gardner. The head office is at the corner of Collins and William Streets, Melbourne. It is purely a mutual Society, and the advantages of the system are well illustrated in the affairs of the Australian Widows' Fund, which, commencing business in 1871 without any shareholders' capital, has now an accumulated fund of nearly two million pounds sterling, and has allotted a large cash surplus among its members. Its annual income now exceeds £250,000. The Australian Widows' Fund provides for its members that absolute security which is the most essential feature in a life assurance contract. By valuing its

SUN INSURANCE OFFICE.

This Company, the oldest purely fire office in the world, originally consisted of a private partnership, and was known as the Sun Fire Office. It was established in London in the year 1710, and it was not until one hundred and seventy odd years had elapsed that it was floated into a public company under the title of the Sun Insurance Office. The results of the Sun Fire Office were published for the first time in 1888, and the accumulated wealth shown in the accounts for that year indicates the very profitable nature of the Company's operations in the past. Business was at first confined to the United Kingdom, and in 1836 the sum insured was just under £10,700,000. In 1866 the sum insured was £178,157,446,

and in 1881, just prior to which date the Company entered the Australian field, the sum had reached £270,959,974. The following year witnessed the extension of business to the United States. In 1890 the sum insured was £361,500,000, and in 1900 over £450,000,000. The original capital of the Company was returned to the shareholders many years ago, and on the reorganization of the Company in 1892 the present paid-up capital of £120,000 was wholly provided from the accumulated profits. According to the latest available annual report (December 31, 1905), the Company had experienced a very favourable year. There had been an increase of £13,000 in the premiums, and the losses had diminished materially, the amount having been £605,000 as against £797,000 in the previous year. After providing the usual reserve of 40 per cent. of the premiums to cover unexpired risks, a balance of £340,900 remained. The profit and loss account exhibited an available balance of £463,672, out of which two dividends of 4s. 6d. and 5s. 6d. respectively, equal to 100 per cent. per annum on the Company's capital, were paid. The Company's financial position is exceptionally strong. In addition to the reserve for current policies amounting to £527,731, and a paid-up capital of £120,000, there is a general reserve of £1,350,000, a special reserve of £120,000, dividend reserve £120,000, investment reserve £40,775, pension fund £46,459, and a balance at credit of profit and loss, after payment of dividends, of £343,672. In connection with the disaster at San Francisco, which occurred after the close of the period under review, it was stated by the Chairman "that the possible liability of this office could not materially exceed the balance carried forward in profit and loss after payment of dividends, while the actual loss must fall far short of that amount." The business of the Patriotic Assurance Company of Dublin was purchased as from December 31, 1905, and it was hoped that with the return of prosperity to the "Green Isle" the investment would prove to be a satisfactory one. The Directors in Adelaide are Mr. S. J. Jacobs (Chairman), Mr. J. R. Baker, Mr. C. A. Scales, and Mr. F. H. M. Woolley. Mr. E. Malpas is Manager of the Adelaide Branch, which has its offices in Broken Hill Chambers, King William Street.

The AUSTRALASIAN TEMPERANCE AND GENERAL MUTUAL LIFE ASSURANCE SOCIETY, LIMITED, was founded in December, 1876, upon the model of its prototype in Great Britain, the United Kingdom Temperance and General Life Society, the object being to give abstainers from intoxicating liquors the benefit of their well-known greater longevity. In order to accomplish this the policies are classed in two sections, and each time there has been an investigation into the matter it has been proved that the abstainers, or temperance section, have experienced a more favourable rate of mortality than the non-abstainers, or general section. The premiums charged are the same in both sections, but the bonuses allotted are based upon the difference



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MR. ROBERT WILLIAM JACKAMAN.

between the mortality results in the two sections. Up till 1885 the business transacted was confined to what is known as ordinary business—that is, to assurances upon which the premiums are paid yearly, half-yearly, and quarterly. But in the year 1885 the directors decided to introduce for the first time in Australia the plan of industrial insurance, by which the premiums are collected weekly at the homes of the policy-holders. It is usual for this class of insurance to be transacted by proprietary companies only, because the expenses incident to the establishment of the business are heavy, and a shareholders' capital sufficient to meet the initial outlay has been deemed necessary to launch the concern. The

Temperance and General, however, being a purely industrial society, the directors boldly decided to inaugurate the industrial department upon the mutual plan also. The wisdom of this decision has been fully demonstrated by the fact that we have now in Australia one of the three largest mutual industrial Societies in the world, and that the profits of this business, which in England have yielded as much as 9,000 per cent. per annum to the shareholders, are strictly conserved for the thousands of policy-holders who create those profits. The Society grew so continuously, that in 1889 it removed from its original head office in Collins Street to new and handsome premises at the corner of Swanston and Little Collins Streets, Melbourne. Between 1895 and 1900 its income was doubled, and to-day it receives annually over £120,000 in revenue, and its accumulated funds amount to over £300,000. At the present time the new business of the Society considerably exceeds £1,000,000 per annum, transacted in every variety of life assurance. During the years 1901 and 1902 greater progress has been made than in any previous years, the funds increasing by £50,000, and the number of policy-holders being raised to over 70,000. The present general manager and secretary is Mr. John McKenzie Henry, under whose energetic guidance, assisted by the actuary, Mr. John Sutherland, M.A., F.I.A., the Society has now leaped into the front rank of life-assurance organizations, and will ultimately—if the present rate of progress continues—occupy the first place amongst those noble institutions which are so large a factor in the thrift of English-speaking nations, and which inculcate methods of self-help more admirable than even charity. ROBERT WILLIAM JACKAMAN, J.P., Manager of the South Australian Branch of the Society, was born at Wallaroo, on June 23, 1864. In 1868 his parents left for New South Wales with a party of eleven members, formed with the object of starting one of the largest copper and smelting works to be opened in Australia. The subject under notice, who left this State with his parents, received his education at Newcastle, New South Wales, and at its conclusion he was employed in the coal mines for some nine years, and in 1897 became eligible for the position of underground manager. He acted as deputy in the

mine in which he worked, and was witness to several serious accidents. In 1891 he accordingly entered upon insurance work, joining the Citizens' Life Insurance Company in Sydney as outside representative, and in a few weeks only proved his admirable fitness for the work. After sixteen months he was placed in charge of the New England District, where he remained for two years, during which period he accomplished remarkable results for his Society. He then proceeded to Newcastle, where, in addition to his insurance work, he acted as agent for the receipt and sale of produce forwarded by the farmers in the New England District. At the end of four years he returned to Sydney, and became associated with his present Society, being appointed Chief Inspector of the Metropolitan District. This post he retained for three years, with the exception of a short interval spent in the service of the Mutual Life Association. In 1905 he came to South Australia as inspector in charge, and during the next six months his work was considered so highly satisfactory that he was promoted to the management. The local branch was established in 1878, and is worked by a staff of fifty agents. Broken Hill is included under the South Australian supervision. The handsome building in Victoria Square, where the offices are situated, is the property of the Society. During the last six years remarkable strides have been made by the Society in this State, and the year 1905-6 has been a record one, out-classing in volume all previous business. Mr. Jackaman is associated with the Masonic fraternity, his mother lodge being the Lodge Clyde, New South Wales. He is a member of the Lodge of Faith, South Australia, and a Past Master of the Loyal Orange Institution, and a member of other societies. In 1890 Mr. Jackaman was married in Newcastle to Jane Ann, daughter of the late Mr. Robert Irving (a cousin of Sir Henry Irving), a Bendigo mining pioneer. His family consists of three sons and four daughters. He resides at "Glenella," Cambridge Terrace, Malvern.

EDWARD J. GLYDE (W. D. Glyde & Son), Manager of the Caledonian Insurance Company, Scottish Union and National Insurance Company, Canton Insurance Office, Limited (Marine), and The Triton In-

surance Company, Limited (Marine and Fire), Unity Chambers, Currie Street, Adelaide. Since 1892 Mr. Glyde has been South Australian manager of the three first-named Companies, and the last-named since 1893. They are all offices of standing and long establishment. For instance, the Caledonian was founded in 1805, and is the oldest Scottish Insurance Institution, with a capital of £1,000,000, and invested funds exceeding £2,750,000. The inception of the Scottish Union dates back to 1824, and its capital is £6,000,000, invested funds £5,250,000, and annual income of over £1,000,000. The Canton is twelve years younger than this last, and has a paid-up capital of \$500,000, and a reserve fund amounting to \$1,600,000 (used in the



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MR. EDWARD J. GLYDE.

business of the office). It will be seen, then, that, representing such world-famed institutions, Mr. Glyde is a man of importance in the insurance world. He was born in Somersetshire, England, on January 24, 1859, and arrived in Adelaide with his father and mother in the old wooden wool-clipper, "The Orient," in 1868. His father, the late Mr. W. D. Glyde, was a well-known colonist, a leading merchant, and a member of the State Upper House. The education of Mr. Edward J. Glyde was entrusted to Mr. Thomas Caterer, and when it was completed, in 1873, he joined the service of the National Bank, afterwards transferring to the Bank of South Australia. In 1877 he got his first insurance ex-

perience with the Adelaide Marine and Fire Assurance Company, and the best indication of the ability he displayed is in the fact that, before severing from that Company, in 1888, he had attained the position of chief clerk. He served in the office, subsequently, of the Straits Fire Company, under Mr. George Chapman, who is now general manager for Australasia for the two Companies first named in this article. Naturally, Mr. Glyde has been, and is, closely connected with the committee work of the Fire and Marine Underwriters' Associations of South Australia. In 1882 Mr. Glyde was granted leave of absence for twelve months, which he spent in a trip to Great Britain, going and returning in the sailing vessel "Torrens." He married, at Adelaide, Emily, youngest daughter of the late Mr. William Kay, and has two sons.

PALMERSTON HEATH, Local Manager of the Liverpool, London, and Globe Insurance Company, Widows' Fund Building, Grenfell Street, Adelaide. In insurance circles the gentleman under review is one who has attained considerable prominence. This may be readily understood when it is said that since 1886 he has consistently devoted his life to the study of the various branches of the business. He is the eldest son of the late Mr. Alfred Heath, South Australian Commissioner of Audit, and was born at Mitcham, South Australia, in 1868. His early educational studies were pursued under the late Mr. J. L. Young, and, subsequently, at Prince Alfred College, from whence he launched right into the profession he now follows. The Colonial Mutual Fire Insurance Company's Adelaide office was the first that Mr. Heath entered, and in the five years he remained with this Company he obtained a thorough insight into insurance work. For two years he served as chief clerk in the South Australian office of the Imperial Insurance Company, and was promoted then to the responsible position of accountant in the head office for Australasia, Melbourne, under Mr. J. F. Mountain. He relinquished this service to take the managership of the North Queensland Insurance Company in Adelaide, and it is no secret that in the eight years he filled this onerous post he had ac-

complished remarkable work, and had improved the business of the Company in a splendid way. On October 13, 1906, he resigned, and accepted the position of South Australian Manager of the Liverpool and London and Globe Insurance Company, so that he has satisfied a



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MR. PALMERSTON HEATH.

long-cherished ambition, and become an officer of one of the oldest and largest insurance companies in the world. It has operated in this State for some fifty years, and conducts all classes of fire insurance. Its total assets last published were £11,133,768, and the total claims paid had reached the enormous sum of £43,000,000. Mr. Heath represented the insurance companies on the Committee of the Marine Underwriters' Association for a period of five years. He is an ex-Chairman of the Fire Underwriters' Association, and is the present Chairman of the Metropolitan Fire Brigade Board, being the nominee of the Fire Underwriters' Association. Representing the last-mentioned board, he has attended two interstate Fire Brigade Conferences. Mr. Heath, since his youth, has always evinced a strong interest in athletic sports, and to-day he is an enthusiastic supporter of most Australian games. He is a Freemason, his lodge being the Holdfast, No. 237, S.A.C. In 1896 he married Elizabeth, eldest daughter of the late Captain Tolmer, who, in the early days, was in charge of the gold escorts, and has a family of two sons. He resides at Wattlebury Road, Lower Mitcham.

COMMERCIAL UNION ASSURANCE COMPANY OF LONDON, LIMITED. The business of the Commercial Union Company in South Australia prior to 1890 had been in several hands, the last to have control being Mr. F. W. Frampton. In the year named, however, the Company took a step forward by purchasing the Mercantile Fire and Marine Insurance Company of South Australia. In accordance with the terms of this purchase, Mr. James Harvey, Mr. Peter Waite, and Mr. William Robert Swan, Directors of the Mercantile, joined the Board of the Commercial Union. The first meeting of the new Board was held on May 1, 1890, and the members present were Mr. W. B. Sells (Chairman), Mr. Clement Giles, Mr. W. K. Simms, and the ex-directors of the Mercantile previously mentioned. Mr. Frampton having resigned his position, Mr. George Boothby, the well-known and popular Secretary of the Mercantile, was appointed in his place. Under his guidance the Company came to the front rank among Insurance Companies doing business in South Australia, a position it has occupied ever since. In 1893 Mr. Boothby passed away, and Mr. A. B. Speeding, from Melbourne, was appointed in his place. Mr. Speeding was successful in still further increasing the business of the Company, and, in 1900, was appointed to the position of local Secretary for Victoria, consequent upon the retirement of Mr. W. H. Jarrett. The vacancy thus caused in Adelaide was filled by Mr. W. A. Paterson, whose career we sketch hereunder, and who still continues to look after the interests of the Company, under the direction of the local board, now composed as follows:—Mr. Clement Giles (Chairman), Mr. Peter Waite, Mr. James Harvey, Mr. G. E. C. Stevens, and the Hon. B. A. Moulden, M.L.C. It should be mentioned that, in addition to the acquisition of the Mercantile of South Australia, the Commercial Union also purchased the Cornwall Fire and Marine Insurance Company, which was represented by Mr. Henry Scott, who joined the board of the Commercial Union after the purchase. The head office of the Company is in London, and the total assets, as per the last balance-sheet, now exceed £12,000,000. The opinion held of its future has been well summed up by the *Post Magazine and Insurance Monitor*, which, in

is issue of May 12, 1906, says:—
"It continues to push into the future with unabated vigour, following up success with greater success, and baffling speculation as to the position it may eventually occupy."
WALTER ALEXANDER PATERSON was born at Hobart, Tasmania, in the year 1861, and is a son of the late Mr. William Paterson, who was engaged in mercantile pursuits in Hobart in the early days. At the conclusion of his education at the Hawthorn Grammar School he entered the office of James Henty and Co., agents for the Derwent and Tamar Insurance Company in Melbourne, and continued in this department for ten years. In 1887 he joined the Commercial Union, under Mr. W. H. Jarrett, who, as manager in Melbourne, controlled the affairs of the head office for Australia. Upon the retirement of Mr. Jarrett, Mr. Paterson was transferred to South Australia, and has retained the management of the branch in this State ever since. He occupied a seat for five years on the Committee of the Marine Underwriters' Association, of which he was Chairman for two years, and representative on the Federal Council for the same period, and has also been a member of the Fire Underwriters



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MR. WALTER ALEXANDER PATERSON.

and Accident Underwriters' Associations. Mr. Paterson was married in Melbourne, in 1896, and at present resides at Mount Lofty, South Australia.

CHRISTIAN LUDWIG MEYER, Manager of the Northern Assurance Company (Fire and Life), Grenfell Street, Adelaide, and the Universal Plate Glass Insurance Company, of Sydney. The gentleman, whose honourable and prominent connection with the insurance world we will shortly sketch, is the eldest son of the late Mr. C. L. Meyer, a leading merchant, who represented the Northern for many years in South Australia, and who was the Hanoverian Consul. The son was born in Adelaide in 1849, and educated in his native city. On leaving school he occupied a junior position in his late father's office, and, eventually, when the latter left to reside in Germany, he undertook and managed the Northern agency. So for forty years he has been associated with that Company, the Adelaide branch having been established in 1855. The Company, whose head offices are in Aberdeen and London, was established in 1836. It has experienced continuous progress, and now commands a very large share of the business of the State. The seventieth annual report (1906) shows the premiums in the Fire Department received during the year to have amounted to £1,112,591, or an increase on the previous year of £22,339. In the Life Department the claims totalled £262,686, of which £60,278



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MR. CHRISTIAN LUDWIG MEYER.

was for Endowment and Endowment Assurances payable during life. The sum of £101,399 was received for Annuities granted during the year, and the funds of the Life Depart-

ment have now reached £4,608,009. From these few figures it will be at once gleaned what an important position the Northern occupies. Mr. Meyer has been a Committee-man of the Fire Underwriters' Association of South Australia, and has been its Chairman. For twenty-three years he represented the Fire Insurance Companies on the Fire Brigade Board, of which he has also been Chairman. Mr. Meyer is a Justice of the Peace, a member of the Masonic Order, and of the Commercial Travellers' and Naval and Military Clubs. He was married in Adelaide, in 1879, to Mina, daughter of the late W. I. Kerr, a well-known agriculturist in the Clare district. One daughter is the issue, and the family residence is "Glen Holme," Glen Osmond.

The **UNITED INSURANCE COMPANY, LIMITED**, is a purely colonial institution, and stands in the front rank of Australasian fire and marine insurance companies. It has now completed its forty-fifth year of existence, having been established in the year 1862. Its head offices are in the mother State, the beautiful premises at the corner of George and Hunter Streets, Sydney, being the Company's freehold. It has a strong and influential Board of Directors, and a large and wealthy body of shareholders. The authorized capital is £500,000, in 50,000 shares of £10 each; of these, 15,839 shares are unallotted. The subscribed capital is £341,610, less uncalled £256,207 10s., leaving the amount paid up as £85,402 10s. The financial position of the Company is an exceedingly strong one, for, besides the shareholders' capital being intact, there is a reserve fund of £83,000, a re-insurance reserve fund of £32,000, and reserves for the equalization of dividends amounting to £11,000; and to provide against the depreciation of investments, £8,284. The total receipts for the year ending September 30, 1906, were £145,899. The balance at credit of profit and loss account for the year was £31,334, out of which £6,629 was added to the reserve funds, £8,540 was paid away in dividends, a bonus to shareholders of $2\frac{1}{2}$ per cent. absorbed £2,135, and the undivided balance of £14,029 was carried forward to next year's account. The Company has, all along the line, been skilfully and honestly managed. The directors are men of great eminence in

commercial circles, and the officers are able, skilful, and good administrators. The South Australian branch, which also controls Broken Hill, has been established a great number of years, first as an agency only, under Messrs. George Wills and Co., and the local board of direc-



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MR. THOMAS CARTER REYNOLDS.

tors are Messrs. W. Herbert Phillipps, Richard Smith (George P. Harris, Scarfe, & Co., Limited), and the Hon. John Lewis, M.L.C. It is under the expert management of **THOMAS CARTER REYNOLDS**, who was born in Daylesford, Victoria, in 1876. He joined the Company in 1893, and soon made headway in the service, and obtained a comprehensive knowledge of both branches of the business. In November, 1902, he was entrusted with his present position, since attaining which, it is pleasing to record, there has been a continuous increase in the volume of business done. Mr. Reynolds is a member of the Committee of the Fire Underwriters' Association. He resides at Avenel Gardens, Medindie.

The **NORTH QUEENSLAND INSURANCE COMPANY, LIMITED** (Fire and Marine), and the **NORTH QUEENSLAND ACCIDENT INSURANCE COMPANY, LIMITED**, Brookman's Building, Grenfell Street, Adelaide. The South Australian branch of the North Queensland Insurance Company, Limited, was established in

February, 1898, and the progress has been wonderfully satisfactory, so that it now controls a very big business in the State, in which it has numerous agencies. The Broken Hill business is also under the able management of Mr. Hawkes, who displays marked ability in controlling affairs. The North Queensland Accident Insurance Company dates its South Australian establishment from 1906, and though the head office of both Companies is in Sydney, there is a local Board of Directors (the same for both Companies). They are Mr. Henry Thomas (W. Thomas and Co.), Arnold E. Davey (E. Davey and Sons), C. E. Rawlings (J. Rawlings & Son), and H. W. Crompton (Crompton & Son). The authorized capital of The North Queensland Insurance Company is £250,000, and invested funds and capital reserve £123,000, so that there is an undoubted security to policy-holders. CUTHBERT HAWKES is the second son of the late Morgan Hawkes, who was a well-known figure in commercial circles till his demise in 1900. Mr. Hawkes was born in Adelaide in 1879, and was educated at Prince Alfred College. His start in life was at the Adelaide branch of the Imperial Insurance Company, in 1896, under Mr. Charles Wilson, now the manager of the Alliance Fire Insurance Company, Perth, West-



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MR. CUTHBERT HAWKES.

ern Australia, and recognized as a leading insurance authority. In 1898 he entered his present office, and showed such aptitude and intelligence in his work that it was not

long before he received promotions, which brought him eventually to the position of head clerk. At the end of six years he received the appointment of manager of the Tasmanian branch, at Hobart, conducting the operations, in addition, of the North Queensland Accident Insurance Company, Limited. In the "garden island" Mr. Hawkes was fortunate in adding to his already comprehensive knowledge most valuable and exceptional experience in his profession in dealing with the unusual risks of the West Coast and the big sawmills. In October, 1906, he was transferred to the management of the South Australian branch. Mr. Hawkes is a Freemason. He was married in Hobart, in 1906, to Augusta, second daughter of Mr. Sydney Page, of Brighton, Tasmania. He resides at Unley Park.

MARTIN HADEN, Secretary of The Fire Underwriters' Association of South Australia, Pirie Chambers, Pirie Street, Adelaide, was born at Corby, Lincolnshire, England, in the year 1878. At the age of three years he was brought to Australia by his parents, landing in Melbourne in 1881, and almost immediately afterwards coming to Adelaide. Mr. Haden is the youngest son of the late Edward Creswell Haden, M.D., F.R.C.S., London, who was widely known in the provincial districts of South Australia, and received his education in this State. At the close of his scholastic course he entered the office of Messrs. Labatt and Sons, solicitors, of King William Street, Adelaide, with whom he remained for two years. Having leanings towards insurance work, at the close of this term he secured a position in the Adelaide office of the Atlas Fire Insurance Company, Limited, as junior, Mr. J. H. Chinner being its manager. Steady application soon gained for him merited promotion, and he was successful in making himself acquainted with all branches of insurance, including the marine. Mr. Chinner having an agency for one of the marine offices. Before he had concluded ten years' service Mr. Haden received the appointment of chief clerk, and as such naturally came into contact with experts in the insurance profession. While Acting-Secretary in 1903 he was appointed to the Secretaryship of The Fire

Underwriters' Association of South Australia, succeeding to the position on the retirement of Mr. J. R. Ferguson. This Association was formed in 1897, and consists of all fire-insurance companies transacting business in South Australia. The chairman, for the time being, is Mr. P.



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MR. MARTIN HADEN.

H. Upton, the manager of the Adelaide Branch of the South British Insurance Company, and its offices are in Pirie Chambers, Pirie Street, Adelaide. Mr. Haden is interested in athletics generally, cricket being his favourite sport. He married in Adelaide, in 1902, Margaret, daughter of Mr. John Comerford, of Yankalilla, a well-known and successful farmer of 50 years' standing, and has two sons. He resides at "Nindaroo," Leader Street, Forestville.

BENJAMIN PENALUNA, Agent and Attorney for the Western Assurance Company, is a son of the late Mr. John Penaluna, a well-known South Australian builder, and was born in the capital city of the State in 1857. He received his scholastic education at the widely-known establishment conducted by the late Mr. John L. Young. When he had finished studying, he accepted a junior position in the office of Mr. Charles Farr, merchant and builder, and for two years gained an insight into commercial methods. Mr. Penaluna then joined the firm of Messrs. John Martin & Co., the well-known drapers, and on that con-

cern being floated into a limited company he received the appointment of Secretary, retaining the post with credit for some six years. It was at the age of eighteen that he joined this big firm, and he was employed in the service for close on twenty years. When he severed his connection, Mr. Penaluna became an active partner in the old-established firm of Nicholson Mackie & Co., insurance brokers and general commission agents, and had sole control of it for some time prior to the cessation of its operations. Messrs. Nicholson Mackie & Co. were entrusted with the supervision and arrangement of the fire insurance policies of some of the largest commercial houses of South Australia, and they acted also as accountants for a number of business men. The office, in fact, which the subject of our sketch directed, was one of the best established of its class in the State, so that in his new sphere as Agent for the "Western" he should command a fine *clientèle*. Mr. Penaluna is a Freemason. He was married in Adelaide, but is a widower, and resides at College Park.

WALLACE BRUCE, Insurance Broker and Commission Merchant, 46, Brookman's Building, Grenfell Street, Adelaide, is the youngest son of the late Mr. John Albert Bruce, and was born in Kapunda, South Australia, in 1878. On his mother's side he is the grandson of the late Mr. Henry Cowie, who will be remembered by many as one of the first insurance managers in Adelaide. Educated at Prince Alfred College, Adelaide, Mr. Bruce, from the outset of his career, took to the insurance business, and entered the office of the Alliance Assurance Company, Adelaide, where he remained for a period of ten years, and acquired a thorough knowledge of the business. His ardent enthusiasm and observant study during this service gained for him the commendation of his superiors, and from a junior he soon attained to a position of trust. For two years he was commercial manager of the Victoria Tannery at Hindmarsh, but though the experience was of value, he, in

1904, returned to his chosen calling, and started on his own account at No. 13, Old Exchange, Pirie Street. From the beginning he made insurance-broking a feature of the business, and his progress has been continuous and gratifying, so that he now has a sound *clientèle*, including many of the best business houses of Adelaide, as well as a number of country firms. Mr. Bruce has found it necessary in the interests of his business to establish an agency in Western Australia and employ correspondents in Melbourne and Sydney. He is registered by the Fire Underwriters' Association of South Australia. In addition to his practice as an insurance broker, he represents in Adelaide the Coonawarra



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MR. WALLACE BRUCE.

Wine Cellars, and also indents largely for English and Continental firms. He is too busy a man to give very much attention to matters outside his office, and was forced to refuse a request made to him by a number of ratepayers to contest a seat for a ward of the Adelaide City Council. He was at one time a prominent member of the North Adelaide Young Men's Society, and of Union Parliament. In sporting and athletic circles Mr. Bruce is looked upon as a most useful and enthusiastic supporter, and his services have been enlisted in several important offices, particularly in

connection with cricket and lacrosse. He was married in 1905 to Winifred Drummond, daughter of Mr. J. M. Reid, President of the South Australian Chamber of Manufactures (1906), and resides at "Ilkley," Gilbert Street, Gilberton.

WILLIAM CAMPBELL, Manager of the Victoria Insurance Company, was born in Glasgow, and is the eldest son of the late Mr. William Campbell, shipowner, well known in the shipping circles of Victoria, Mauritius, and New Zealand. He was taken to Victoria in his infancy by his parents, and was educated at the Church of England Grammar School in Melbourne. Upon the establishment of the Commercial Bank of Australasia, Melbourne, he joined the service, and was associated with that institution for three or four years. In 1879 Mr. Campbell joined the Victoria Insurance Company, having previously gained a thorough general knowledge of insurance and mercantile business while associated with his father. During his Melbourne connection with the Company he filled various positions, and travelled throughout Australia as Intercolonial Inspector on its behalf, becoming thoroughly conversant with every part of the Australian States. The Adelaide branch of the Company was inaugurated about 1856, since when its progress has been excellent, agencies having been established all over the State. In 1899 Mr. Campbell received transfer to the Adelaide office, and upon his arrival assumed immediate control, and has successfully directed its operations ever since. He is a member of the Fire Underwriters' Association and is on the Committee of the governing body. He is also on the General Committee of the Marine Underwriters' Association. Mr. Campbell is a member of the Duke of Manchester Lodge of Freemasons, Melbourne. He was married in South Australia, to Frances, second daughter of the late Mr. William Main, and has a family of four sons and three daughters. His residence is at Barton Terrace, North Adelaide.

The Stock Exchange of Adelaide.

The foundation of the Stock Exchange in Adelaide dates from September 2, 1887, when a meeting was held in the Albert Hall to consider the question of its establishment. The conveners of this meeting were Messrs. R. C. Cornish, P. A. Horn, H. F. C. Keats, and C. Proud. It was attended by thirty gentlemen. Captain France was elected to occupy the chair, and a resolution was adopted that a new Exchange be formed, to be called the Stock Exchange of Adelaide, the intention being to found a strong and representative institution.

Stock- and share-dealing had become an established business in Adelaide many years before that time,

natural process, associations were formed among the stock- and share-brokers, and two of them were in existence—the Adelaide Stock Exchange and the Stock Exchange of South Australia—prior to the inauguration of the Stock Exchange of Adelaide in 1887.

The latter organization was successful from the outset. Its membership was at first limited to sixty-five, but increased to seventy in 1890, when five additional seats were created, raising the membership to seventy. The entrance-fee for the first fifty members was £25, the next five paid £50, five more were admitted at £75, and then five more at £100. The price of the five seats created in 1890 was fixed at £1,000, but



Photo by H. Krischock.

MEETING OF THE ROOM, STOCK EXCHANGE OF ADELAIDE.

and the gentlemen engaged in it naturally inclined towards a suitable and accepted locality. More than forty years ago, Green's Exchange, in King William Street, next the Bank of Australasia, was a popular resort. Within the building or under the verandah was the customary meeting-place of the leading public and business men of the city. Legislators, bankers, merchants, squatters, lawyers, and share- and general brokers congregated freely there during business hours, a few of whom, though engaged in large concerns, kept their offices in their hats. Among the mining stocks dealt with were copper, silver, lead, and bismuth. Investment stocks included banks, insurance, railways, and shipping. Business was also done in gold shares, both South Australian and Victorian. By a kind of

the minimum was subsequently reduced to £800, and all were readily taken up at from £850 to £1,000. The first President of the Stock Exchange was Mr. H. Bellingham, who occupied the position until shortly before his death in 1889. He was succeeded by Mr. G. S. Aldridge, who held the chair until 1903, and was followed by Mr. Whitmore B. Carr and Mr. A. J. Roberts. Mr. W. B. Carr was re-elected to the position in 1907.

Although the gathering previously referred to was held in September, the first business of the new Exchange took place on Monday, October 3, 1887, in the Pirie Street premises, that are now known as the Old Exchange. An account of the early history of the Stock Exchange, which appeared in *The Register* of September 6, 1901, states that the Pirie Street build-

ing was occupied until March, 1888, when the Town Hall exchange-room was rented until alterations to the Royal Exchange in King William Street were completed. Many will remember the crowd which, through the Broken Hill boom, thronged the pavement from the corner of Pirie Street to the Exchange, waiting for the members to return from the Town Hall. When the Royal Exchange was ready, a room specially designed for the Stock Exchange was taken possession of, and here business was carried on until 1891. By this time the Exchange had become financially strong, and members wanted an abiding-place of their own. The building in King William Street, near Grenfell Street, was chosen, and alterations were made to suit their convenience; but, meanwhile, they had to look round for temporary premises. These were found in the 'Barn,' as the place was called, situated on the site on which the present building is erected, and there they went in 1891. In 1892 the Stock Exchange Buildings in King William Street were ready for occupancy. The pre-

mises having been arranged to suit requirements, it was decided to form what was known as the Exchange Hall. To this room are admitted persons elected by members of the Stock Exchange, who, while not eligible to attend the sittings of the room, can meet and transact business with the select seventy. This innovation has proved a great success."

The latest and presumably the final change of location took place in 1901, when the members of the Stock Exchange entered into occupation of the premises specially erected for their accommodation in McHenry Street, at the rear of the Royal Exchange, King William Street. The Exchange is adorned by a beautiful window in stained glass, designed from cartoons by Burne Jones, which was presented by the Hon. George Brookman. The window is emblematic of the British Empire, representative of the sun, which never sets on that Empire, and also representative of night and morning. Mr. Alfred Cox was appointed Secretary of the Exchange in 1896, and still holds that position.

WHITMORE BLAKE CARR, President of the Stock Exchange of Adelaide, Pirie Chambers, Pirie Street, was born at Dungog, New South Wales, in the year 1861, and is the eldest son of the late Rev. Whitmore Carr, M.A. Upon the termination of his scholastic career at Mr. J. L. Young's Educational Institution, Adelaide, he joined the literary staff of the *South Australian Register*, but in 1900 relinquished his position in order to become a member of the Stock Ex-

change of Adelaide. Two years later, however, he again became associated with the same influential journal as sporting editor, under the *nom de plume* of "Tarquin," at the same time holding his seat on the Stock Exchange, and very closely identifying himself with its interests. In 1903 he was first elected Chairman of that institution—having previously acted as Vice-President, and as a member of the Committee—was re-elected in the two following years, and again in March, 1907, shortly after his return from England. For over three years he represented the Stock Exchange on the Committee of the Adelaide Chamber of Commerce, and was appointed a delegate from that body at the Congress of Chambers of Commerce of the Empire, held in London in May, 1906. Mr. Carr is a prominent figure in racing circles. He is a Committeeman and Steward of the Adelaide Racing Club, and a Steward of the Onkaparinga Racing Club, and has also acted in the latter capacity for other racing clubs in the State. He visited England and various parts of the Continent in the year 1906, and upon his return published articles on racing in the old country, which were read with much interest by South Australians. He is the President of the Druids' Crick-eting Association, and Vice-President of the Adelaide and Suburban Football Association and a number of Clubs. In 1904 Mr. Carr was married to Mrs. P. F. Bonnin, daughter of the late Hon. W. K. Simms, of South Australia. He resides at "Tena Korua," Mount Lofty, his seaside residence being at Glenelg.

HARRY TAYLOR, member of the Stock Exchange of Adelaide, Victoria Buildings, 35, Grenfell Street, Adelaide, is a native of South



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MR. WHITMORE BLAKE CARR.



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MR. HARRY TAYLOR.

Australia. He has been connected with the Stock Exchange for about twenty years, eleven years of which he has been a member of the Stock Exchange of Adelaide.

JOHN BUXTON LAURIE, of Laurie & Gurner, stock- and share-brokers, King William Street, is a member of the Stock Exchange of Adelaide, and a member of the Committee of the same institution. He

is the eldest son of the late Mr. B. F. Laurie, and was born at Port Elliot in the year 1853. The latter gentleman, who was well known as a Stipendiary Magistrate, came to South Australia in 1847, and within the next five years settled in Port Elliot, the exceedingly picturesque and popular seaside resort situated some sixty miles south of Adelaide. Mr. J. B. Laurie received his education at St. Peter's Collegiate School near Adelaide, and on the conclusion of his scholastic career turned his attention to pastoral pursuits in various parts of Australia for the succeeding sixteen years. In 1887, he established himself in business in the city of Adelaide as a stock- and sharebroker, and became a member of the Stock Exchange of Adelaide after an interval of eight years. In 1901 he was joined in



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MR. JOHN BUXTON LAURIE.

partnership by Mr. Edmund R. Gurner, since when operations have been carried on under the style of Laurie and Gurner.

WALTER HEDLEY RHEAD PORTER, Cowra Chambers, Adelaide, member of the Stock Exchange of Adelaide, and a member of the Committee, is a native of South Australia. He was born near the Burra in 1857, and is the eldest son of the late Mr. T. S. Porter, of Glenthorne, O'Halloran Hill, South Australia. Before entering upon a commercial life, Mr. Porter enjoyed the advantage of a trip to England, where he remained for some time, gaining valuable experience. Upon his re-

turn, he joined the service of the National Bank of Australasia, and was connected with that institution for a period of twenty years. In 1897 he resigned his position, and became a member of the well-known firm of Wilkinson, Harrison, & Porter, stock- and sharebrokers. Mr. Porter continued in this connection until 1902, when, through effluxion of time, the partnership was dissolved, and Mr. Porter then became a member of the Stock Exchange, and has since carried on business on his own account. Three years later he was elected a member of the Committee.

ARTHUR BRISTOWE, stock- and sharebroker, was born at Mount Gambier in 1869. After completing his scholastic course at Prince Alfred College, Adelaide, under the able guidance of Mr. Frederick Chapple, B.A., B.Sc., in 1884, he entered the office of Mr. W. B. Wilkinson, stock and share broker, Adelaide, where he gained an insight into the methods of sharebroking, and in addition learned much of the practice of accountancy and auditing, as also of general secretarial work. In 1888 he started for himself a business embodying these qualifications, and for which he found ample employment. He was early appointed Secretary of the Fire Brigade Board, and retained the position until 1900, receiving the gold medal of long service on retiring. In 1895 he occupied the important office of Secretary to the Coolgardie Goldmining and Prospecting Company, which floated the Great Boulder, the Ivanhoe, Lake View, Associated, and many other Kalgoorlie mines. In 1896, the now prominent firm of Bristowe & Co., accountants, auditors, and secretaries of companies, Brookman's Building, Grenfell Street, Adelaide, was established by Mr. Arthur, who subsequently took into partnership his two brothers, H. M. and F. W. Bristowe. Whilst in London, in October, 1899, he accepted the appointment of Controller to the Associated Mines of Western Australia, but its reserves giving out some twelve months later, he voluntarily relinquished the position. He then proceeded to London, and subsequently returned to Adelaide, when he transferred all his various offices and business to the two brothers before mentioned. One year later he purchased a seat on the Stock Exchange of Adelaide, which he still retains. In 1891 Mr. Bristowe was accepted as a mem-

ber of the Society of Accountants and Auditors, London, and in 1893 he became a Fellow of the Institute of Accountants of South Australia.

GEORGE SYDNEY ALDRIDGE, Ex-President of the Stock Exchange of Adelaide, was born in London on July 23, 1847, but, while still an infant, was brought to South Australia by his parents. He received his education at St. Peter's College, Adelaide, under the Rev. G. H. Farr, Head Master, and gained various distinctions, among them success at the competitive examinations held for South Australia, with the Governor (Sir Richard Graves MacDonnell) as President of the Board of Examiners. His early commercial training was obtained in the offices of different mercantile houses, where he served as clerk and accountant; but in 1868 he abandoned the excitement of city life for that connected with an important survey party to the Northern Territory, under Mr. G. W. Goyder. Mr. Aldridge escaped the danger and even death that befel some members of the survey in this uncivilized and perilous country; and three years later, when a mining boom in the Territory stirred the heart of prospecting Adelaide, he joined Messrs. J. F. Roberts, John Servante, and Wickliffe Stow in an expedition to the scene of the finds. This venture resulted in the discovery of the "Woolwonga" Mine, which they worked for twelve months with excellent encouragement, but were obliged to abandon for lack of capital. The fever having by this time spent itself in the city. Mr. Aldridge then "tried his luck" at the Sandy Creek diggings, with very good results, but fell a victim to malarial fever, and returned to Adelaide. He next turned his attention to auctioneering, was joined by his former schoolfellow, Mr. Theodore Bruce, and this firm, associated with Mr. W. T. Patters, carried on a large brewing business at Port Augusta. In 1888 Mr. Aldridge became a member of the Stock Exchange of Adelaide, and on March 27, 1889, on the death of the then President (Mr. Henry Bellingham), he was elected to the chair, and held that important position until 1903. In early days Mr. Aldridge was well known as an athlete. He won his triumphs on the cricket and football fields, and in boxing and gymnastics bore a prominent name.

RICHARD EDMUND POPE OSBORNE, member of the Melbourne firm of Messrs. Clarke & Co., stock- and sharebrokers, Universal Building, Grenfell Street, Adelaide, is a Manxman, having been born on the Isle of Man in 1860. In 1868, in company with his father, he left his native heath and sailed for Australia in the good ship "Great Britain," landing in South Australia, where his father was subsequently appointed to the management of the Kapunda Copper Mine. On the completion of his education at Whinham College, North Adelaide, Mr. Osborne entered the Civil service of South Australia, and was in the Valuation Department till 1879, when he went to New Caledonia to take the position of accountant to the Balade Copper Mine. At the expiration of twelve months he returned to South Australia and joined the Government service for a further term of three years, when he became associated with the well-known auctioneering firm of Messrs. Townsend & Son as sales clerk. In 1889 Mr. Osborne started in business on his own account as a sharebroker, and two years later purchased a seat on the Stock Exchange of Adelaide. After a lapse of ten years he joined Mr. A. Rutter Clarke in business, and the partnership then formed continued till 1902, when it was dissolved, only to be renewed in the year 1906 under the title of Clarke & Company. Mr. Osborne is a lover of outdoor sports. He is a committeeman of the Poultry and Kennel Club, and is well known as a lover of birds and dogs.

WALTER HARRISON, Old Exchange, Pirie Street, Adelaide, member of the Stock Exchange of Adelaide, was born at Cleashy, Yorkshire, England, in the year 1854. At the age of ten years he was entered at Christ's Hospital (the famous Blue Coat School), where he received a sound educational training. At the close of his schooldays, Mr. Harrison entered upon a seafaring life, and during the next seven years he served with various shipping firms until he attained to the rank of chief officer. Abandoning marine pursuits, Mr. Harrison came to South Australia and joined the service of the National Bank of Australasia, being appointed to a position in the Mount Gambier Branch of that institution. In 1880 he resigned and

entered the service of the Commercial Bank of South Australia. Some little while afterwards, Mr. Harrison was selected to proceed to Port Darwin, where he was entrusted with the task of opening a branch of the last-mentioned Bank. After two years' residence in the Northern Territory he returned to the South and proceeded to Mount Gambier, where he remained until the year 1886, when he was appointed to open a branch of the Commercial Bank of Australia, Limited, in that town. Mr. Harrison continued to fill this post for three years, at the end of which time he left the banking service, and purchased a seat on the Stock Exchange of Adelaide. He has been closely identified with the Exchange ever since, being a mem-



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Adelaide.

MR. WALTER HARRISON.

ber of the Committee for several years, and for two terms filled the office of Vice-President.

SYDNEY EDWIN BEACH, sharebroker, Australasia Chambers, King William Street, Adelaide, member of the Stock Exchange of Adelaide. The subject of this notice is a native of South Australia, having been born in Adelaide in the year 1860. He is the second son of the late Mr. Frederick Dewe Beach, one of Adelaide's early pioneer citizens, who arrived in Victoria from England in 1852, and came to Adelaide shortly after. A few years later he married Elizabeth Way, a daughter of the Rev. James Way, and a sister of Sir Samuel Way, Bart., the present Chief Justice of

South Australia. Mr. S. E. Beach received his scholastic education at Prince Alfred College, and entered upon commercial training with the firm of John Colton & Co. After six years' experience with this firm he took a trip to England, and whilst in that country arranged to represent a large number of commercial houses at the Adelaide Exhibition of 1887. Twelve months after his return, during which he was engaged in mercantile pursuits, the Broken Hill mining field began to assume large proportions. Having always been more or less interested in mining, and of a somewhat speculative turn of mind, he decided to enter upon sharebroking as a profession, and when the first meeting was arranged to form a Stock Exchange of Adelaide he became one of its members. Mr. Beach was one of the first brokers to open up an agency in London, and in the early days of Broken Hill did all in his power to bring the new field before the English public, opening up a large correspondence with several of the mining and financial journals in London. He paid a visit to the silver fields in the very early days, Silverton being at that time the centre of attraction, and Broken Hill in its infancy. Mr. Beach's transactions at this time assumed very large proportions, he being during the boom Adelaide agent for Clarke and Co., Chapman & Walkley, Harry Goddard, Patrick McCaughan, and others, in addition to which an extensive business was carried on with Sydney. As giving some idea of how immense were the operations passing through Mr. Beach's hands at the time of the boom, it may be mentioned that a daily turnover of £5,000 was maintained for over three months, and business continued from 8 a.m. till midnight, seven clerks being employed in carrying on the work of the office. When the Western Australian goldfields were beginning to open up, Mr. Beach took an active interest in their early development, sending out a party to report generally on the prospects of the fields. He followed this up shortly after by a personal visit, and came back full of enthusiasm as to the prospects in the near future. At this particular time Mr. Beach started a monthly report on the various mining properties in the West. Though the particulars available were somewhat meagre they were at the time full of interest to the Adelaide public,

and the report was also reproduced in London. Of late Mr. Beach has taken an active interest in the development of some of the mines in Northern Queensland, more particularly Stannary Hills, Mount Molloy, and other properties in the Herberton district. Most Adelaide peo-



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Adelaide.

MR. SIDNEY EDWIN BEACH.

ple are aware of the prominent part Mr. Beach has played in the opening up of the Stannary Hills property, of which he is a Director, as well as of the O.K. and North Queensland Tin-mining Company, and realize that it is largely owing to his efforts that the former mine, in particular, has every prospect of becoming a very successful venture, as during the early stages of its history trying financial obligations arose, which took a considerable amount of financing and confidence to place the thing on an assured footing. Mr. Beach has indeed always done everything in his power to strengthen the feeling of the public in regard to the mines of Australia, and to inspire confidence in the Stock Exchange of Adelaide, of which he was for some time a member of the Committee.

JULIUS DURSTHOFF, partner in the firm of H. Karlbaum & Company, stock- and sharebrokers, Old Exchange, McHenry Street, Adelaide, member of the Stock Exchange of Adelaide. The subject of this notice was born at Hanover, Germany, in the year 1856. He arrived in South Australia in 1876, and for

nine years was connected with the business of Mr. L. Conrad, of Adelaide, the great provision merchant. Resigning this position in 1885, he joined the sharebroking company of which he is now a member. This firm had been established by Mr. H. Karlbaum at the time of the discovery of the Broken Hill silver mines, and was carried on by him with very considerable success. Four years after the entrance of Mr. Dursthoff as a partner Mr. Karlbaum sold his interest in the business to that gentleman and Mr. James Goodfellow, who have carried on under the name and style already established ever since. Mr. Dursthoff is now one of the oldest members of the Stock Exchange of Adelaide, and is a member of the Stock Exchange Club and of the German Club, besides being identified with the Masonic frater-



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MR. JULIUS DURSTHOFF.

nity. He was married in 1892 to Miss Brueggemann, of Adelaide, and has one daughter.

JAMES E. GOODFELLOW, partner in the firm of H. Karlbaum and Company, stock- and sharebrokers, Old Exchange, McHenry Street, Adelaide, is a native of England, having been born in the world's metropolis in the year 1856. While he was quite an infant his parents emigrated to South Australia, and he was brought up and educated in the land of the Southern Cross. He received his early commercial training in Adelaide, and at the age of twenty-six became identified with

stock and share dealing in the city, subsequently joining the firm of H. Karlbaum & Co. On the retirement of Mr. Karlbaum the business was purchased by Mr. Goodfellow, in conjunction with his present partner, Mr. Julius Dursthoff, and is successfully carried on under the old style at the above offices. Mr. Goodfellow was at one time a prominent cricketer, and for many seasons held a place in intercolonial teams, representing South Australia, and was considered one of the best left-handed trundlers of his day. As a pedestrian he was a champion over 100 to 220 yards, and won innumerable cups and trophies.

NORMAN EDWARD BRICE, member of the Stock Exchange of Adelaide, was born at Mount Pleasant, some thirty-five miles from Adelaide, in 1864, and is the youngest son of the late Mr. Edward Brice, a very old identity of South Australia, and well-known as a prominent pastoralist. Educated at the Glenelg Grammar School, the subject of this notice entered upon a mercantile career in the office of Elder, Smith, & Co., of Adelaide. After serving some four years in that firm's employ, he left to start in business on his own account, and in 1886 established himself as a stock- and sharebroker. He was a member of



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MR. NORMAN EDWARD BRICE.

the South Australian Stock Exchange for some years, and on the formation of the Stock Exchange of Adelaide Mr. Brice became one of its first members, and has occupied a

seat in the Exchange ever since. He has been prominently identified with public affairs, having occupied for ten years a seat in the Adelaide City Council as a representative of MacDonnell Ward. As a sheep-farmer Mr. Brice is well known throughout the State, his lambs constantly bringing the highest prices in the market. His property is situate at "Henton Park," Mount Pleasant, where he engages in sheep-farming and wool-growing.

FRANK HOWARD SOUTHCOMBE, partner in the firm of Southcombe & Wimble, sharebrokers, Brookman's Building, Grenfell Street, Adelaide, members of the Stock Exchange of Adelaide. This firm was originally established about 1885 by Mr. George Brookman. He retired from active commercial life in 1900, and the business was taken over and carried on by the present partners. Mr. F. H. Southcombe was born at Somerset, England, in the year 1866, and, while still quite a child, was brought to South Australia by his parents. He received his education at Whinham's North Adelaide Grammar School, under Mr. Robert Whinham, and upon its conclusion went to Port Augusta, where he entered the employ of Messrs. A.



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Adelaide.

MR. FRANK HOWARD SOUTHCOMBE.

D. Tassie & Co., the well-known merchants and shippers of that town, with whom he remained for some years. Upon his return to Adelaide he became connected with Mr. J.

Roach, sharebroker, and subsequently with Mr. George Brookman. Upon the retirement of the latter, he took over the business in conjunction with Mr. Wimble, and as Southcombe & Wimble it has been continued ever since. Mr. Southcombe has been a member of the Room since 1896, and is on the Committee of the Stock Exchange Club, of which he is a prominent member. He takes his recreation on the golf links, and acts as Secretary to the Glenelg Golf Club. In 1895 he was married to Mabel, daughter of the late Mr. T. H. Hosier, solicitor, of Clare, and has a family of two daughters. He resides at Glenelg.

The late **CHARLES ROBERT HAWKES**, stock- and sharebroker, was born in the capital of South Australia in the year 1858. He was the only surviving son of the late Mr. Charles Flaxman Hawkes, and a nephew of the late Mr. E. B. W. Glandfield, who was one of the first Mayors of the City of Adelaide. Mr. C. R. Hawkes received his education at Mr. J. L. Young's Educational Institution, Adelaide, and upon its completion entered the service of the National Bank of Australasia, subsequently transferring to the staff of the Commercial Bank of South Australia. He severed his connection with the latter institution in order to open the local office of the Broken Hill Proprietary Company, shortly afterwards becoming a member of the Stock Exchange of South Australia. During the silver boom of 1889 Mr. Hawkes purchased a seat on the Stock Exchange of Adelaide, and subsequently served on the Executive of the Exchange, besides filling the office of Vice-President for several different terms. He always evinced a keen interest in manly outdoor sport, and was for a lengthy period a prominent member of the Kensington Cricket Club. In 1882 Mr. Hawkes was married to Lucy, eldest daughter of Mr. Caleb Fidler, of Mount Gambier, and had a family of four daughters. He died on June 24, 1907.

FREDERICK HARRY WILLS, member of the Stock Exchange of Adelaide, was born at Port Adelaide on March 17, 1873, and is the eldest son of Mr. Samuel Wills, of Adelaide, who is also a member of the Stock Exchange of Adelaide. He

received his early education at the Port Adelaide State School, his scholastic studies being completed at Prince Alfred College. His entry into mercantile life was made in the office of Cornish & Strange, the well-known sharebrokers, with whom he gained considerable experience in the



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MR. FREDERICK HARRY WILLS.

dealings of this branch of commercial life. After some years in this position he relinquished it in order to undertake clerical work in his father's office, and subsequently entered into business on his own behalf as a sharebroker, becoming a member of the Stock Exchange of Adelaide in 1895. Mr. Wills enjoys the distinction of having been for some years the youngest member of the room. His present business address is Old Exchange Buildings, Pirie Street, Adelaide.

MAURICE BENJAMIN HAMER, City Chambers, Pirie Street, Adelaide, member of the Stock Exchange of Adelaide, is a native of Victoria. He was born at Ballarat in 1871, and is a son of Mr. Henry Hamer, one of Ballarat's early identities. He received his scholastic training at the Geelong Grammar School, and on the completion of his studies entered upon commercial life in the offices of the National Mutual Life Association in Adelaide. After ten years' service in this department he turned his attention to stock- and sharebroking, and in 1898 became a member of the Stock Exchange of Adelaide.

He transacts a large business in Australasian mining companies, and also deals largely with London. Mr.



Hammer & Co., Adelaide.

MR. MAURICE BENJAMIN HAMER.

Hamer takes a great interest in all field sports.

WILLIAM BRINDAL, F.F.I.A. (Aust.), stock- and sharebroker and accountant, member of the Stock Exchange of Adelaide, Trustee Buildings, Grenfell Street, Adelaide, was born in Middlesex, England, in the year 1864. Twelve months later his parents emigrated to South Australia, and settled in Adelaide. Mr. Brindal's education was commenced at Mr. Woodward's school in Wright Street, and completed under the tuition of Mr. C. B. Whillas (who is now Inspector of Schools), at River-ton Grammar School. At the close of his scholastic career he entered upon a period of service with Goode Brothers (now known as Matthew Goode & Co.), which extended over eleven years. About 1890 he launched out in business on his own account, and in 1899 became a member of the Stock Exchange of Adelaide. Mr. Brindal is a member of the Australian Natives' Association, was Secretary of that body for five years, President in 1897, and is now one of the members of the Board of Trustees. He has long been connected with the Masonic fraternity, his mother lodge being the Leopold, No. 31, S.A.C., of which he has been Treasurer for some years, still holding the position. He is a Past Master of the Leopold Lodge, and a member of the Lodge

of Mark Master Masons. Mr. Brindal has passed through the principal chairs of the Royal Arch Chapter, Knights Templar, and is a Past Senior Warden of the Grand Lodge of South Australia. Grand Lodge representative for Brazil, and Royal Arch Chapter Representative for Western Australia. On retiring from the Master's chair of the Leopold Lodge he was presented with a tea and coffee service, and with the Past Principal's Jewel at his retirement from the Principal's chair of the Royal Arch Chapter. Mr. Brindal, who was Auditor for the Unley Municipal Council for many years, is Auditor for the Imperial Building



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MR. WILLIAM BRINDAL.

Society, the Stock Exchange of Adelaide for three years, Adelaide Benevolent and Strangers' Friend Society, and the Y.M.C.A. for about two years. In May, 1907, he was gazetted a Justice of the Peace. He was married, in 1894, to Grace, a daughter of the late Mr. T. M. Turner, of South Yarra, Victoria, late Collector of Customs at Echuca, and has three sons and one daughter.

ARTHUR NICHOLLS, a member of the Stock Exchange of Adelaide, is a partner in the well-known stock- and sharebroking firm trading under the style of Nicholls & Cowell, No. 3, Victoria Buildings, Grenfell Street, Adelaide. Mr. Nicholls is a native of the world's metropolis, having been born in London in 1862. At the completion of his education he spent a few years gaining an insight into mercantile life. In the

early nineties, when Western Australian gold discoveries attracted the attention of the world, Mr. Nicholls came to the antipodes, and spent some years in the Golden West. He personally visited many of the early rushes, and acquired numerous properties as a representative of English capital. Mr. Nicholls, whilst in Western Australia, made several trips to the old country and to South Africa, visiting and inspecting a number of mines in the Rand at Johannesburg. While residing at the latter town Mr. Nicholls was made a member of the Rand Club, the principal institution of its kind in South Africa. In 1902 he came to South Australia, and shortly after arrival purchased a seat on the Stock Exchange of Adelaide. In March, 1906, he was joined in partnership by Mr. W. J. Cowell. In all outdoor recreation Mr. Nicholls takes an ardent interest. He is honorary coach to the Adelaide Rowing Club and the University Boat Club, was coach to the Interstate Eight representing South Australia



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MR. ARTHUR NICHOLLS.

in Melbourne in 1903, and Joint Selector of the Interstate Eight in 1904 and 1905.

WILLIAM JAMES COWELL, member of the firm of Nicholls and Cowell, stock- and sharebrokers, Victoria Buildings, Grenfell Street, Adelaide, is a native of this State, being a son of Mr. J. W. Cowell, the well known timber merchant, of "The Briers," Medindie. He was born in

1881, and received his early education at Prince Alfred College. From there he entered the Adelaide University and School of Mines, where he, during his course of study, had the honour of gaining an Associate-ship in mining. On the completion of his studies at the University and



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MR. WILLIAM JAMES COWELL.

School of Mines Mr. Cowell visited the sister State of Western Australia, and while there followed the study of his profession, gaining mining experience on the world-famed Kalgoorlie fields, where he was for some three years. Returning to Adelaide in 1905 Mr. Cowell established himself in business as a stock- and sharebroker on the Stock Exchange of Adelaide, and nine months later he joined Mr. Arthur Nicholls, as above mentioned.

HASTINGS GREENSLADE, member of the Stock Exchange of Adelaide, was born at Goulburn, New South Wales, in 1861, and is a son of the late Mr. James Greenslade, who was an early pioneer of the mother State. He was educated at Orange, N.S.W., and upon leaving school was engaged in pastoral pursuits for seven years. He then became associated with the mining industry at Mount Brown, proceeding from there to the Barrier, where he took a very prominent part in mining operations at Broken Hill. For eighteen months, during the early stages of the silver boom, he was engaged in prospecting; but subsequently returned to station life. When, however, the Western Aus-

tralian mining fever broke out he proceeded to the northern part of that State, and met with very fair return for his enterprise. He purchased the Princess Royal mine, and had it floated, a venture which has since proved highly successful. He is on the directorate of the Cumberland, the Princess Royal, and other mines. In 1898 he came to Adelaide, and after a few years' operations in the Vestibule, purchased a seat on the Stock Exchange of Adelaide, paying the highest price which, up to that time, had ever been paid for a seat. He has also taken part in the flotation of several tin-mining properties in Queensland. He helped to float the Smith's Creek Tin-mining Company, and was one of the first directors, an office he still retains, being the



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MR. HASTINGS GREENSLADE.

oldest member on the Board. This mine, in Mr. Greenslade's opinion, is likely to turn out one of the most important tin mines in Northern Queensland. Mr. Greenslade's offices are situated at Brookman's Building, 35, Grenfell Street, Adelaide. He was, in his day, a noted athlete, and won the first Sheffield Handicap competed for at Silverton. At Mount Brown, New South Wales, he ran one hundred and fifty yards in the fast time of fifteen and a quarter seconds; and as a winner of foot-races his name is known all over Australia. He is a member of the Masonic fraternity. In 1896 Mr. Greenslade married Lilian, daughter of the late Mr. John Pine, and has two sons and one daughter.

ARTHUR JOHN WALKLEY, F.I.A.S.A., stock- and sharebroker, Brookman's Building, Grenfell Street, Adelaide. Since the early age of twelve, when he left school, having received his education at the State School, Hindmarsh, Mr. Walkley has been in the sharebroking business. Seeing that from the time he entered, in September, 1887, the office of Messrs. Horn & Company, share- and stockbrokers in Adelaide, he has only been away from the Stock Exchange for about a year during the last nineteen years, it is no wonder he should occupy a prominent position on the Adelaide Stock Exchange to-day. Mr. Walkley was born at Croydon, South Australia, in 1875, and is a son of the late Mr. James Walkley, who was also a native of the State. After spending six years with Messrs. Horn & Company, that firm retired from active business, and after a short sojourn in Western Australia he went into the office of Messrs. Clark & Robinson, stock- and sharebrokers. Mr. Walkley proved himself most alert in acquiring the very essential experience necessary to the making of a good sharebroker, and his talents in this direction, even in those early days of his commercial life, were recognised and encouraged by his superiors. He certainly had the advantage of being with one of the



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MR. ARTHUR JOHN WALKLEY.

most go-ahead firms of the day. Both of its members, having relinquished the business to Mr. Walkley in 1902, proceeded to London, and are now members of the

Stock Exchange there. When Mr. Walkley succeeded them in Adelaide he held the position of chief clerk, associated with Mr. Hugh Owen Davies, who, becoming a member of the Melbourne Stock Exchange, joined with Mr. Walkley for some time in carrying on the business of the old firm, but left Adelaide in 1904, since which time Mr. Walkley has controlled a large and active business in the basement of Brookman's Building, Grenfell Street, Adelaide. The offices are most completely fitted, and a staff perhaps as large as is to be found in any sharebroker's office in Australia is engaged in attending to the numerous operations in stocks and shares daily manœuvred through the medium of the office. The business conducted by Mr. Walkley is largely with England and the other States rather than local. In 1904 Mr. Walkley became a member of the Adelaide Stock Exchange, and was elected an Associate of the Institute of Accountants in South Australia in 1897, becoming a Fellow in 1902. Like many successful business men, he believes in some recreation outside of working hours, and his principal fancy in this direction is the soul-inspiring exercise of hunting. His enthusiasm in this sport led him to win in 1905 the Adelaide Hunt Club Cup with his horse "Mail-time." He is a member of the Adelaide Hunt Club, and besides lends considerable aid to sports of all kinds. Mr. Walkley married, in 1901, Helen May, daughter of the late Mr. George Goodall, and has one son and a daughter.

ERNEST ALBERT BROADBENT, member of the Stock Exchange of Adelaide, was born in Adelaide in 1873. He is the youngest son of the late Mr. Henry Broadbent, who came to the State in the thirties, and who was numbered amongst the earliest of South Australian pioneers. Having acquired a sound scholastic training at the Pulteney Street School, under the able guidance of Mr. Howard, the subject of our notice, in the year 1888, entered the office of Mr. John Roach, where he held a responsible position. About ten years later Mr. Roach retired from the business, which was taken over and carried on by Messrs. Silver & Esapie, the well-known stock- and sharebrokers. Mr. Broadbent remained in the employ of the latter gentle-

men until December, 1904, when he relinquished his position and became a member of the Stock Exchange of Adelaide. He then launched out in business on his own account as a stock- and sharebroker, opening offices in Brookman's Building, Grenfell Street, Adelaide,



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MR. ERNEST ALBERT BROADBENT.

where, in the conduct of his extensive operations, he has met with pleasing success. In 1896 Mr. Broadbent was married to Rose, daughter of Mr. J. C. Stone, of Glenelg, and has a family of two sons.

CHARLES LOFTUS MOORHOUSE, Royal Exchange, King William Street, Adelaide, member of the Stock Exchange of Adelaide, was born at Riverton, South Australia, in 1872, and is a son of Mr. Washington Moorhouse, a miller of Riverton, latterly a railway contractor, and grandson of Dr. Matthew Moorhouse, who was eighth Commissioner of Crown Lands of South Australia in 1861. Mr. C. L. Moorhouse received his early education at Caterer's Glenelg Grammar School, completing his scholastic studies at St. Peter's College. Mechanical engineering first claimed his attention as a business career, and he served his term with Messrs. G. E. Fulton & Co., and latterly with Messrs. James Martin & Co., Gawler. Having gained considerable experience in the work, he went to Day Dawn, Western Australia, as

engineer on the Trenton Mine, to engage in the erection of the mine's machinery, remaining there about eight months, when he returned to Perth and started a Customs agency and carrying business. In 1897 he established himself in business in Adelaide as a sharebroker, and in 1905 became a member of the Stock Exchange of Adelaide. Mr. Moorhouse is a member of the Adelaide Hunt Club, and of most of the Racing Clubs of South Australia, and is an owner of several horses of note, among which may be mentioned "Convoy." Mr. Moorhouse has won several races at the Adelaide Hunt Club annual meetings, including the Point-to-Point Steeplechase and the Drag Cup in one season, with "Namesake." He rode "Convoy" into second place in the Point-to-Point Steeplechase and in the Hunt Club Cup, and third in the Drag Cup Steeplechase. "Convoy" was then put to steeplechasing, and altogether won nine steeplechases, including the Grand National Steeplechase in Adelaide in 1901. "York" (by "Tostig" out of "Conclusion"), an exceptionally brilliant exponent over the battens, won for Mr. Moorhouse in rapid sequence the V.R.C., V.A.T.C., and A.R.C. Grand National Hurdles in 1905, which, up to date, stands out as an Australian record. "York"



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MR. CHARLES LOFTUS MOORHOUSE.

was then sold to Mr. Lionel Robinson, and sent from Melbourne to London on September 5, 1905. Mr. Moorhouse married, in 1901, Emily Marie, daughter of Mr. W. R. Cave,

merchant, of Adelaide, and has a family of two daughters and one son.

FRANCIS LLOYD LILLECRAPP, stock- and sharebroker, member of the Stock Exchange of Adelaide, No. 10, Alma Chambers, Adelaide, was born at Eden Valley, South Australia, in 1873. He is the second son of Mr. Albert Lillecrapp, a native of South Australia, who was born at Macclesfield in 1843, and a grandson of the late Mr. William Lillecrapp, who was one of South Australia's early pioneers of 1837. The subject of this notice received his early education under private tuition, afterwards receiving a public school education. As a youth he filled various positions with city firms, and later became identified with auctioneering pursuits as a member of the firm of Thyer, Lillecrapp, and Co., auctioneers, Adelaide. Retiring from the firm, he engaged in farming pursuits for some time. During the Western Australian gold boom he joined the staff of Silver & Espie, sharebrokers, remaining with them until a dissolution of partnership took place, after which he started business on his own account as a stock- and sharebroker, and in 1906 became a member of the Stock Exchange of Adelaide. In 1901 Mr.



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MR. FRANK LLOYD LILLECRAPP.

Lillecrapp married a daughter of the late Mr. H. A. Evans, of Ivanhoe, Keyneton, South Australia, and has a family of one son and one daughter.

ALFRED COX, Secretary of the Stock Exchange of Adelaide, was born at Gawler, South Australia, in the year 1868. He is the sixth son of the late C. J. Cox, of Huntingdon, England, who was for many years well known in business circles in Gawler. The subject of this memoir was educated in his native town at Mr. L. S. Burton's St. George's Grammar School, and after some preliminary commercial experience, was appointed, in 1886, accountant to Mr. Gavin F. Gardner, a prominent stock- and sharebroker of Adelaide. This position he relinquished ten years later to enter upon the duties of Secretary to the Stock Exchange of Adelaide, which appointment he has held ever since. Mr. Cox's experience in stock and share operations



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MR. ALFRED COX.

has been wide and varied, including as it has, minute acquaintance with all the phases of the silver-mining boom at Broken Hill and the gold boom of Western Australia, and his qualifications for the important post he holds are unquestioned. He is a member of the Masonic fraternity, his mother lodge being the Lodge of Friendship, No. 1, S.A.C. He married, in July, 1902, Miss E. M. Bridges, a daughter of the late Mr. F. T. Bridges, Under-Secretary of the New South Wales Education Department.

GAVIN FORREST GARDNER, stock- and sharebroker (principally of Government and investment stocks),

Royal Exchange, King William Street, Adelaide, was born at Birkenhead, Cheshire, England, in the year 1848. When two years of age he came to South Australia with his parents, and acquired his education at Mr. J. L. Young's school, Adelaide. At the conclusion of his schol-



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MR. GAVIN FORREST GARDNER.

astic career in 1865 he entered the service of the English, Scottish, and Australian Chartered Bank, and in 1874 was appointed accountant at the Port Darwin branch of that institution, which position he retained until 1877. He then accepted the office of Secretary to the Australian Widows' Fund Life Assurance Society, but relinquished it three years later, in favour of land-agency business. He subsequently became associated with commercial life in Adelaide as a stock- and sharebroker, and as such has continued ever since, his transactions being chiefly in Government and investment stocks. Mr. Gardner was married in 1881, and has a family of two sons and five daughters. His eldest son, Mr. George G. F. Gardner, is a Bachelor of Music, and one of his daughters is a Bachelor of Arts, of Adelaide University.

CHARLES APPLEYARD RING, sharebroker and mining agent, 29, Royal Exchange, Adelaide, was born at Strude, near Rochester, Kent, England, on June 8, 1858. His father, the late Mr. Herbert

Ring, was a shipbuilder, and upon his arrival in South Australia with his family in 1863 he began business in Port Adelaide, where he resided for many years. Mr. C. A. Ring is a nephew of Mr. H. T. Morris (the veteran pioneer for many years identified with the mining industry of



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MR. CHARLES APLEYARD RING.

South Australia, who came out in the sailing vessel "Buffalo" in 1836) and a grand-nephew of Captain John Hindmarsh, R.N., K.H., the first Governor of South Australia. The subject of our notice was educated at the Commercial School, Port Adelaide, and at the age of fourteen made his entry into the business arena. In April, 1884, attracted by the rich mineral discoveries at the Barrier Ranges, he went to Silverton, and started in business as a timber merchant. When the district was formed into a Corporation, on October 22, 1886, Mr. Ring was one of the first Aldermen elected, and two years later was invested with mayoral honours. He was a member of the Land Board of New South Wales for a period of four years. He returned to Adelaide in 1890, and has been identified with the commercial life of the city since that date. His opinion on mining matters is much valued, and his name appears on the directorate of a number of mining companies. Mr. Ring is a Past Master of the Masonic Order, being connected with the Lodge of Friendship, No. 1, S.A.C. He married in 1880, Lucy Christina, daughter of the late Mr. James Bowley, of

Port Victor, and has a family of one son and one daughter. He resides at "Blair Athol," Rose Park.

HENRY GADD, stock- and sharebroker, No. 20, Brookman's Building, Grenfell Street, Adelaide, was born at Swindon, Wiltshire, England, in the year 1855, and was educated in his native town. As a youth he was apprenticed to the grocery trade, and when twenty-one years of age, left England for South Australia, where he accepted a position as bookkeeper for the firm of Brown, Wood, & Scrutton, of Port Pirie. From there he went to Port Augusta to take over the management of the grocery branch of Bignell & Young, merchants of that town. After some twelve months in this connection, he opened in busi-



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MR. HENRY GADD.

ness on his own account at Wonoka Creek, subsequently removing to Hawker in the early days of the settlement there. He also established a branch at Wilson, a town which owed its first two business concerns to his push and enterprise. Attracted by the pastoral possibilities of the West, several years later he sold out, and proceeded to Western Australia, where he was engaged in farming for two years. Upon his return to South Australia he varied his experiences by gold-digging at Teetulpa. A twelve months' trip to England followed, upon his return from which he entered again upon business pursuits at Waukaringa, opening branches at Nillinghoo and Wadna-

minga. During this time he interested himself to a considerable extent in mining ventures, and after some years disposed of his businesses and proceeded to Norseman, Western Australia, where he devoted his attention conjointly to storekeeping and mining. In 1897 he returned to Adelaide, and established himself as a stock- and sharebroker in that city, where he has continued ever since. Mr. Gadd is associated with the Masonic fraternity, being an old member of the Flinders Lodge, Port Augusta. He married in 1891 Rachel, daughter of Mr. C. Filsall, of Thebarton, and has a family of four sons and three daughters. His residence is at "Waratah," Burnside.

HARRY de NEUFVILLE LUCAS, stock- and sharebroker in all investment stocks, Marlborough Chambers, Waymouth Street, Adelaide, is a native of this State, having been born in South Australia in the year 1868, and is a son of the late Mr. de Neufville Lucas, formerly of the 40th Foot Regiment. He was educated at St. Peter's College, and, at the close of his scholastic career, became associated with the commercial life of the city, serving for twelve years with a prominent banking firm. In 1906 Mr. H. de N. Lu-



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MR. HARRY DE NEUFVILLE LUCAS.

cas entered into business on his own account as a stock- and sharebroker and dealer in all investment stocks, with offices at Marlborough Chambers, Waymouth Street, Adelaide

Architects and Surveyors.

The South Australian Institute of Architects was formed on September 20, 1886, at a preliminary meeting to consider the subject, which was attended by most of the leading architects of Adelaide. An Institute of Architects, Engineers, and Surveyors had been established as long previously as the early sixties, but the scope of that organization was regarded as having become too wide for the objects that the promoters had in view. One of the chief reasons for the new movement was the desirability of an agreement being arrived at as to conditions of contract so as to secure uniformity, and at the same time prevent unsatisfactoriness in the haste of competition. One of the first acts of the Institute, therefore, was to formulate and publish draft conditions of contract, and its efforts in that department have proved very serviceable. Though the conditions of contract have been somewhat modified and slightly amended at various times, they have been retained in their general principles ever since. They have answered their purpose so well that there has been scarcely any litigation on the subject with which they deal. The conditions of competition were not so successful, there having been considerable diversity of opinion as to the limit of amount, which has been lowered from time to time. Suggestions are now forwarded by the Institute when competition under them is advisable. The Council of the Institute meets four to six times per annum, and arranges for lectures during the winter months on professional topics. It has rooms in the Society of Arts premises on North Terrace, where there is a good library of standard architectural works, technical magazines, etc. The latest important matter which engaged the attention of the Institute was a movement for the federation of the Institutes of Architects in the several States, for which purpose a Conference was held in Sydney in January, 1901, on the invitation of the organization in New South Wales. At that gathering it was unanimously resolved that all the Institutes of Australia, which are five in number, become federated into one Institute for the whole of Australia, and the Sydney Institute was deputed to give effect to the resolution. The delegates to this gathering were the President and Secretary of the South Australia Institute and Mr. M. S. Clark, who is in the office of Mr. Alfred Wells. Hitherto, the action taken has not accomplished the result that was proposed; but the ultimate success of the movement is considered probable. Meanwhile all South Australian

affairs are locally regulated. The following are the officers and Council of the Institute:—Patron, Mr. E. J. Woods, F.R.I.B.A.; President, Mr. Edward Davies; Vice-Presidents, Messrs. J. A. Bruce and A. B. Black; Hon. Secretary, Mr. A. B. Black; Hon. Treasurer, Mr. H. E. Fuller; Members of Council, Messrs. C. W. Rutt, F. H. Counsell, and D. Williams. A coming-of-age banquet was held on June 20, 1907, when reference was made to the advantages the Society would derive in future from the accommodation provided for it in the recent extension of the South Australian Institute Buildings.

The South Australian Institute of Surveyors was established in 1882, its first meeting being held on December 11 of that year. The objects of the Institute, as specified in the rules, are "to secure uniformity of practice among surveyors; to provide a competent and sufficient authority to pronounce the opinion of the whole profession upon the conduct of any of its members, and upon any matter touching their general interest or well-being; to afford public bodies and private individuals a guarantee of the competency of surveyors; to fix a uniform scale for surveys; to provide means for the discussion of professional questions with a view to mutual improvement; to provide a fund to establish a scholarship and annual prizes to students of the Institute for proficiency in mathematics and astronomy; and to promote the cultivation of friendly relations among surveyors." The management of the affairs of the Institute is entrusted to a Council consisting of the President, one Vice-President, the Secretary, Treasurer, and three Councillors, who must be members or honorary members of the Institute. The first Council consisted of the following gentlemen:—Patron, Mr. G. W. Goyder, Surveyor-General; President, Sir Charles Todd, Government Astronomer; Vice-Presidents, Messrs. H. M. Addison and A. H. Smith; Members of the Council, Messrs. J. H. Packard, H. E. Worseley, C. H. Hams, A. T. Woods, A. G. Beresford, C. W. Smith, and C. J. Sanders; Hon. Treasurer, Mr. C. von Bertouch; Hon. Secretary, Mr. C. J. Sanders. The Institute consists of members and associates, but only members and honorary members are entitled to vote. Ordinary meetings are held every three months, but provision is made for special meetings being convened by the President, or on the request of four members. Meetings of the Council are held as required, and any complaint of unprofessional conduct against a member is in the first instance

considered by the Council, which reports to a meeting of the Institute.

The South Australian Institute of Surveyors is recognized in the Licensed Surveyors Act of 1896, which provides for a Board of Examiners. Three of the members of this Board are appointed annually by the Institute, and two by the Government. There is one standard of examination which is recognized throughout the Commonwealth, and the examinations are held simultaneously in all the States, the papers being prepared by the several States in rotation. Mr. Charles Hope Harris, of the Government Survey Department, is the Secretary to the Board of Examiners, which consists of the Surveyor-General (Chairman), Sir Charles Todd, Messrs. C. J. Sanders and S. Parsons, Licensed Surveyors, and the Secretary; examinations are held in March and September each year. It was on the initi-

ative of the South Australian Institute that uniformity of action and reciprocity between the several States was accomplished. A meeting of delegates from all the States was held in Melbourne during 1892, when a proposed Bill for an Act was drafted, which, in substance, was afterwards passed by the respective Colonial Parliaments. An important feature of the Board of Examiners is that it constitutes practically a court which is empowered to investigate any complaint of unprofessional conduct or incompetence, and may, if it be deemed advisable, should such complaint be sustained, suspend or cancel surveyor's certificates. The subjects for examination consist of mathematics, computation, principles and practice of surveying, sladin surveying, levelling, principles of construction of mathematical instruments, field surveying, astronomy, geodesy, physics, and elementary geology.

EDWARD JOHN WOODS, F.R.I.B.A., and Patron of the S.A.I.A. In dealing with this section of "The Cyclopædia" Mr. Woods may be given pride of place, both on account of his recognized ability and his many years' identification with the progress of his profession in this State. Mr. Woods is a native of London, where he was born in 1837, and was educated at several private schools. After leaving school he served articles for three years with the late Mr. C. J. Richardson, a well-known London architect. This opportunity to gain an insight into the profession he had adopted was taken full advantage of, and he afterwards spent two years in the office of Mr. T. E. Knightley, architect. In the late fifties, the subject of our notice, hearing of the possibilities of the land of the Southern Cross, decided to emigrate, and so in 1860 we find him one of the passengers on board the sailing vessel "Blackwall" (one of Green's line), which arrived at Port Adelaide in that year. Soon after his arrival in the State, Mr. Woods went to Mount Gambier, and spent several months on a cattle and sheep station; but, finding this occupation unsuitable, he returned to Adelaide and found employment as a draughtsman in the office of Mr. E. W. Wright, one of the few architects practising in those days. Mr. Woods's knowledge of his profession soon became recognized, and he was offered and accepted a partnership in the business, the new firm being known as Wright & Woods. About four years were spent in conjunction with Mr. Wright, and in 1869 Mr. Woods started as an architect on his own account. At this period of his

professional life he was entrusted with the preparation of working drawings for St. Peter's Cathedral, Adelaide. The original plans for this edifice were prepared in London on a slightly smaller scale; but the then head of the Anglican Church in this State, Bishop Short, deemed it advisable to make some deviations from the structural ideas which they contained, and the first and subsequent



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MR. EDWARD JOHN WOODS.

portions of the Cathedral were carried out under Mr. Woods's directions. After a few years' practice Mr. Woods took the late Mr. William McMinn into partnership, and for some time a prosperous business was carried on. About 1873 he joined the Government service as architect to the Council of Education, with the right of private practice;

and, after filling that post for a short time, was offered the responsible position of Architect-in-Chief of South Australia. For several years Mr. Woods held this office, and a large number of public buildings of all kinds were erected under his management. In 1884 the Government of the day was pressed to reduce the personnel of the Civil Service, and Mr. Woods was amongst those who had to relinquish official positions. At that time the erection of the new Houses of Parliament had already been commenced under his direction, and an arrangement was made whereby he continued to supervise this important work. Having again started private practice, Mr. Woods was fortunate in securing the goodwill of many old friends, and carried on a good practice for many years. At the beginning of 1905 Mr. Woods took a former pupil, Mr. Walter Hervey Bagot, A.R.I.B.A., into partnership, and as Woods & Bagot they carry on business at Steamship Buildings, Currie Street. Mr. Woods was elected to the honour of Fellowship of the Royal Institute of British Architects in 1892. He is a member of the Masonic fraternity, has been an ardent rifleman, and a strong supporter of the movement, and his name has been on the roll of several rifle clubs. In 1867 he was married to a daughter of the late Mr. Charles Gooch, of Adelaide, and has two sons and three daughters. Mr. Woods resides at "Mayford," Kent Town.

EDWARD DAVIES, F.S.A.I.A. The laurels of his profession, and they are many and bright, posses-

sed by Mr. Edward Davies, have been won by ardent, enthusiastic interest in his studies from the very earliest period of his professional career, as well as keen observation of all progressive ideas pertaining to the structure of buildings in every part of the world. Though born in Newport, Wales, Mr. Davies may really be classed as an Australian native, because he was but an infant when he arrived in Melbourne with his parents. His father, the late Edward Davies, followed the occupation of a tanner, and commenced operations on the River Yarra, at Richmond, Victoria. He is remembered as one of the pioneers of this great industry in the sister State. The now highly esteemed President (since 1902) of the South Australian Institute of Architects (the subject of this memoir) was educated mainly at the Model School, near the Parliament Houses, Melbourne — now a continuation, or teachers' training school—and he speaks with affectionate remembrance of his old schoolmaster, the late Mr. Gooch, who, in his time, was a very popular cricketer. Mr. Davies, senior, following the old family custom, had destined his son to follow the family calling as a matter of course, so, when his school-days were ended, young Edward went into the tannery on the river bank, and worked at the trade until he was fifteen years of age. His youthful companion in these early days was a lad named Charley Lambeth, son of the former Colonial Architect of South Australia, Mr. Joseph Lambeth, and this latter gentleman, noticing that his son's associate displayed a taste for drawing, invited him to join in the lessons he was then regularly giving to his son. The offer was eagerly accepted, and for many months while working at the tannery Mr. Davies profited by the tuition, and developed the fondness for designing and drawing which was naturally a part of his nature. Having definitely made up his mind that architecture was his forte, at the age of fifteen he started in the office of a gifted Melbourne Architect, Civil Engineer, and Surveyor, Mr. Albert Purchas, and served there for five years, relinquishing for all time the calling of his forefathers. During his apprenticeship he had valuable opportunities of gaining practical insight into his adopted profession, besides which he assiduously studied

in his spare time. At the expiration of this service he took up an eighteen months' course of lessons in the art and science of building under competent instructors. Having gained proficiency just about the time of the passing of the Victorian Education Act of 1873, there was a call for draughtsmen in the architectural branch of the Education Department, and Mr. Davies had no difficulty in obtaining one of the positions, in which, under Mr. H. R. Bastow, he assisted materially in designing many of the fine scholastic edifices which, under the appellation of State Schools, are the monuments to-day of the great free and compulsory education system which Victoria so early introduced. Although only two years at this work, it may be



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MR. EDWARD DAVIES.

counted as amongst the most beneficial time in his early professional career. He came into contact, and was accepted as a friend by such lights of the profession as Mr. F. J. Smart, now the senior of the leading Melbourne firm of Reed, Smart, and Tappin, but then under the Education Department; and Mr. A. M. Henderson, at present Lecturer on Architecture at the Melbourne University. The ardour displayed by Mr. Davies to succeed was sufficient to create some interest on the part of the two gentlemen named, and from them he acquired much sound advice and knowledge. It was in the year 1876 that Mr. Davies came to Adelaide under engagement to the South Australian

Government as premier draughtsman in the State Education Department (architectural branch), under Mr. E. J. Woods, whose biography appears in this section of our publication. Here he continued for about two years, during which term his design for the new Government Offices was placed second in merit by the Commissioners appointed to examine the plans. His next move was into the office of the late Mr. Jas. Cumming, a well-known Adelaide architect, as draughtsman, and during this term he won the competition for the Clayton Congregational Church, at Kensington, and the East Adelaide Congregational Church, so it is not surprising that his employer, after a year or two, considered his talent worthy of wider scope, and took him into partnership, which, under the title of Cumming & Davies, was carried on successfully in Alfred Chambers, Currie Street, for some five years. The firm gained the honour of being first with its designs for the Home for Incurables, Adelaide, and the National Mutual Life Assurance Offices, Victoria Square, and numerous other private residences and business establishments were built under its direction. Mr. Davies commenced practice on his own account in 1884, at offices in Stow Manse Chambers, Flinders Street, Adelaide, afterwards moving to the Australian Mutual Provident Buildings, King William Street, and eventually to the present spacious rooms in Davenport Chambers, Currie Street. In these years of single practice, some of the most important structural works which he was responsible for, and carried out satisfactorily, are the Commercial Bank of Australia, King William Street, and the new offices for the National Mutual Life Association, next the Bank of Adelaide, King William Street. About seven years ago (now 1906) the business had increased to such an extent that a partner was necessary to its thorough and complete conduct, so Mr. C. W. Rutt, who was a pupil of the head of the firm, was accepted, and as Edward Davies & Rutt the successful career just outlined still continues. They have been entrusted with many important buildings, including the Savings Bank, Adelaide, the design of which was personally executed by the senior partner. Mr. Davies is not altogether unknown to fame as an artist, and

as recently as 1906 his fine picture, "Lockleys," was one of the best exhibits hung in the Society of Arts Exhibition in Adelaide. He is a true enthusiast in art, and particularly in oil and water-colour painting, and occupies the Vice-Presidential chair of the society just named, as well as being its representative on the Board of Governors of the Public Library, Museum, and Art Gallery, in addition to being Chairman of the Fine Arts Committee of this Board. His devotion to his profession has not given Mr. Davies much time to incline towards public life, and the only order to which he belongs is the Masonic fraternity, Lodge Mostyn, No. 18, S.A.C.; Mother Lodge, The United Tradesman, No. 4, S.A.C. His private address is "Nesfield," Plympton, near Adelaide.

CHARLES WALTER RUTT, F.S.A.I.A., member of the firm of Edward Davies & Rutt, Davenport Chambers, Currie Street, Adelaide, and member of the Council of the South Australian Institute of Architects, is a native of South Australia. He was born in Adelaide in 1874, and acquired his education at St. Peter's College, College Town. On completing his scholastic career, he served articles for five years with



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MR. CHARLES WALTER RUTT.

Mr. Edward Davies, the well-known South Australian architect, and then continued with him as draughtsman until the year 1899, when he was admitted into partnership. This was

really a deserved recognition of the ability displayed in securing the first award in the competition for the Adelaide Workmen's Homes (Incorporated), an achievement which firmly established him amongst his professional brethren, and for the zeal and enthusiasm in his calling which was manifest from the very start of his apprenticeship. It need hardly be added that the subject of this sketch, being a member of one of the best firms in South Australia, is a very busy man, and has been identified more or less prominently with much of the structural work in and around Adelaide. Mr. Rutt belongs to the Masonic fraternity, and is a member of the St. Peter's Lodge, No. 23, S.A.C. (mother Lodge, United Tradesmen, No. 4, S.A.C.), also of the Duke of Leinster Lodge, No. 6, U.A.O.D. He takes a healthy interest in true all-round sporting pastimes, and is, *inter alia*, Vice-President of St. Bartholomew's Football Club (affiliated with the Norwood). Since its foundation in 1880 he has been connected with the College Park Congregational Church. Mr. Rutt, in 1900, married Lilian May, third daughter of Mr. O. H. Nienaber, of Adelaide, and has a family of three daughters. His residence is "Mene-lurra," Third Avenue, St. Peters.

HERBERT LOUIS JACKMAN, F.S.A.I.A. Amongst the leading architects practising in South Australia in 1907, Mr. H. L. Jackman has had a continuous training in the profession with but one Adelaide firm, of which he is now the sole surviving partner. It was founded about 1866 by the late Mr. Daniel Garlick, the father of architects in the central State of the Commonwealth, to whom the subject of this memoir was article when he was eighteen years of age. The firm when it was established, at its present offices in *The Register* Buildings, Grenfell Street, was known as D. Garlick. It afterwards was transformed, when the son of the head, the late Mr. Arthur Garlick, was admitted into partnership, as D. Garlick & Son, until eventually it assumed that of Garlick, Jackman, & Garlick, at the time when the early apprentice was permitted to share in the prosperous business. Mr. Jackman was born in Kapunda in 1867, and, arriving with his parents in the capital city, he was put to school at Caterer's, Glenelg, subsequently finishing at Caterer's Grammar School at Norwood.

His mother is a native of the State, while his grandparents, on his father's side, are very old colonists. When the building trade was slack in Adelaide, during his term in the Garlick firm, he betook himself to Broken Hill, which was then, as it were, in course of being constructed



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MR. HERBERT LOUIS JACKMAN.

as far as modern architecture is concerned. Here he did such lucrative practice that he obtained the assistance of the son of his old employer, the late Mr. Arthur Garlick, whom he took into partnership. When the great strike among the miners occurred, in 1882, operations in the building line nearly ceased, so it was deemed advisable to close up and return to the old firm. It was then that the triple partnership was inaugurated, and which, on the departure of the late Mr. Garlick, jun., was reduced to its present name of Garlick & Jackman. In the year 1899 the late senior member of the firm retired, and his interest was purchased by Mr. Jackman, who, as its sole proprietor and conductor, has upheld its reputation in the structural world ever since. Mr. Jackman's brother Sydney, who served his articles in the office, was Chief Draughtsman in the Government Architect's Department at Johannesburg, South Africa. Mr. Jackman was one of the earliest members of the South Australian Institute of Architects, and is now a Fellow. He was Secretary to the Institute for some four or five years, to August, 1902, and during that period its meetings were regularly held at his

office. He belongs to the Masonic fraternity, his mother Lodge being the Barrier, No. 171, S.A.C. He is also a member of the Art Society, and, though his business necessitates close attention, his fondness for outdoor exercise induces him to make time to gratify his desires in this direction. He has real talent as a sculptor, and on two occasions his work attracted the attention of a Royal Academician, and he was nearly persuaded to follow the art. For a number of years he held a commission in the South Australian military forces. He holds records as a rifle shot and at pigeon-shooting, and goes "a-hunting" and plays polo when opportunity offers. He has been a committeeman of the South Australian Gun Club, and was one of the first members of the Adelaide Bowling Club, whose clubhouse he designed and the erection of which he supervised in an honorary capacity. He also planned the clubhouse of the Adelaide Golf Club, at Seaton, near the Grange, of which he is a member. Of field sports, such as fishing and shooting, he is an ardent and active supporter.

ALFRED WELLS, F.S.A.I.A., architect, Brookman's Building, Grenfell Street, Adelaide, was born at Marryatville, Adelaide, in 1859, and is the son of Mr. Percy Wells, J.P., who was associated with his late brother, Mr. George Wells, M.I.C.E., in the erection of several screw-pile lighthouses and jetties along the South Australian coast. He was educated at Mr. Thomas Caterer's Commercial School, Norwood, where his taste for drawing developed under the care of the drawing-master, Mr. Wilton Hack, a man of many parts. In December, 1871, the family, now mustering eight children, left in the clipper ship "Yatala," which, after a trip lasting ninety-two days, terminated in a total wreck at Cape Grisnez, on the French coast. Fortunately, there was no loss of life. St. Saviour's, Surrey, was Mr. Wells's scholastic abode until 1876, when he was taken under the tuition of Mr. Fowler, of the Strand, a prominent architect in London at that time. In 1879 he returned to Adelaide, and entered the Engineer-in-Chief's Department of the Government service, Mr. H. C. Mais being the Chief. Within a year he entered the office of Mr. E. W. Wright, architect, remaining with him a

short time, when he returned to the Government service, but this time it was in the Architect-in-Chief's Department, with Mr. E. J. Woods, F.R.I.B.A., at the head. After about a year he left to take up the position of head draughtsman in Mr. E. H. Bayer's office, afterwards Bayer & Withall, architects. It was here he gained the competition for the Norwood Town Hall in 1884, having been induced to compete because he was born in the municipality of Kensington and Norwood, and his old schoolmaster happened to be Mayor at the time. In 1886 Mr. Withall severed his connection with Mr. Bayer, who practised on his own account, and the firm became Messrs. Withall & Wells, which lasted for five years. The former then left for England, and the latter remained to continue the practice, which he still successfully conducts. Among the notable edifices designed by him are the Exhibition Building, North Terrace (gained in competition), the Adelaide Arcade, Brookman's Building, Electric Light Station, and Commercial Travellers' Club, besides several suburban municipal buildings, banks, churches, hotels, and residences for leading colonists. For years he has occupied the position of architect to the Adelaide Children's Hospital, during which time the most important works connected therewith have been the erection of the Angas and Allan Campbell Buildings, the remodelling of the Way Buildings, and the erection in the hills of the Convalescent Home. In 1895 Mr. Wells opened a branch office at Broken Hill, New South Wales, and the municipal buildings of that city are of his designing. During his residence in St. Peters, he served the municipality for two years as a Councillor. He has been a Fellow of the South Australian Institute of Architects for some years, and a past Vice-President. He is an old member of the Lodge of Harmony (Freemasons), No. 3, S.A.C., it being his mother Lodge. Mr. Wells was married in Adelaide, in 1884, to Gertrude, second daughter of the late Mr. Andrew Pollock, an early colonist, and has two sons and two daughters. The family residence is "Rathmines," Collinswood.

JOHN QUINTON BRUCE, F.S.A.I.A. Mr. Bruce was born at sea in the West Indies, on the ship

of which his father was captain, in 1865, and arrived in Adelaide with his mother at the age of four. The late Rev. William Moore, who conducted a private scholastic institution in Adelaide in those days, was responsible for his education, and when he left school in 1880 he served articles for three years with Messrs. Bayer & Withall, architects. Subsequently he continued with the firm as draughtsman, but as time elapsed he considered that the knowledge of his profession which he had up to this acquired could be enlarged by a study of surveying, so in 1884 he entered the office of Messrs. Evans and Evans, licensed surveyors, of Adelaide, and for two years devoted himself to an arduous and profitable course of tuition in the sister profession. It might be written here, too, that after completing the necessary course of study at the South Australian School of Mines in electrical engineering, he was awarded a diploma in 1902. The proficiency he attained has proved most valuable to him, and when he returned to his old love of structural work it was with a considerably broadened mind, and one more receptive for the store of learning which he had determined to gain. He then accepted the position of head draughtsman to Mr. William Cumming, then one of Adelaide's leading architects, and here had much opportunity, for two years, of improving himself in designing buildings. Leaving Mr. Cumming he rejoined one of his old principals, Mr. E. H. Bayer, who was then in practice in Grenfell Street, as chief draughtsman. He continued with Mr. Bayer until 1894, when he felt sufficiently confident to start on his own account. From the very beginning his professional career opened out propitiously, and progress was so steady and satisfactory that he was obliged eventually to locate in the suite of central offices in Colonial Mutual Chambers, King William Street, Adelaide, where he, at the present day, practises. Many of the mansions and villa homes of Adelaide's residents are built from his designs, and have been constructed under his personal direction. Notably may be mentioned here in the former class of domestic architecture the elegant family home of Mr. Hugh R. Dixson, on Montefiore Hill, North Adelaide, and of Mr. Fred Scarfe, at Medindie. The picturesque residence of Mr. H. A. Parsons on East Terrace is also to the credit

of Mr. Bruce's skill, while he owns the distinction of having obtained the first awards in the competitive requests for the plans of the Woodville Institute, near Adelaide, and that of the Citizens' Life Assurance Building, opposite the Adelaide Town Hall, in King William Street, both of which important edifices were built under his supervision. Mr.



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MR. JOHN QUINTON BRUCE.

Bruce became a member of the Institute of Architects of South Australia in November, 1894, and was made a Fellow in 1897. He, at the time of the compilation of these records, was its Vice-President, which honoured position he had held for two years. Busy man as he is, he finds some time for social and recreative pursuits. In 1902 he was elected Worshipful Master of the Lodge of Friendship, No. 1, S.A.C., the oldest Lodge of Freemasons in the State, which is his mother Lodge. He is President of a social club called the "Kiora." In yachting and rowing circles he is regarded as a staunch supporter, and he will be remembered as having been the energetic Secretary and Treasurer of the Adelaide Rowing Club for some years. The yachts "Solace" and "Atalanta," which have gained numbers of trophies on South Australian waters, were once owned and sailed by Mr. Bruce, who was, as he still is, a member of the Royal South Australian Yacht Squadron. Football, the winter pastime of our southern climes, knows him in his capacity of Vice-President of the North Ade-

laide Football Club. He married in 1898, at North Adelaide, where he resides, and has one daughter.

CHARLES THOMAS GOOD, F.S.A.I.A. The early training in the undoubted art in architecture and structural knowledge generally, which he possesses, was obtained by Mr. C. T. Good in some of the best seminaries, and with the guidance of the most eminent men in their profession in England, whither he repaired from Adelaide soon after leaving school (Prince Alfred College). Mr. Good is the second son of the late Mr. Thomas Good, of the Adelaide house of Good, Toms, and Co., and was born in South Australia in 1863. Messrs. Osborn and Reading, a leading firm of architects in Birmingham, England, was the office to which the subject of this memoir was articled, and there he spent some years of inestimable value in fitting him to take the front place he occupies to-day amongst his confreres in South Australia. To London, as a draughtsman in the offices of Mr. George Vigars, was the next step in the ladder of his professional fame, and for about twelve months he laboured assiduously and observantly in acquiring the intricacies of architecture in its highest form which the great city afforded. For instance, he assisted in preparing the working drawings of D'Oyley Carte's famous hotel on the Thames Embankment. Then he sailed for Australia, and spent two years at his work in Melbourne, principally with the well-known firm of Elleker and Kilburn, which was entrusted with the designing and supervision of erection of that most palatial edifice in Collins Street, in the sister capital, viz., the Federal Palace Hotel. The first building he designed on his return to Adelaide in 1889 was Messrs. Good, Toms, & Co.'s warehouse in Stephens Place, and in conjunction with Mr. Edward Davies, Adelaide's old-established architect, superintended its construction. He had now decided to start on his own account, and ever since he has continued his practice in South Australia with unvarying success, carrying out very many commissions entrusted to him with eminent ability and skill, and with real gratification to himself as a professional man, as well as to those who employed him. Outside of this

State, too, he has been given opportunity of displaying his knowledge of architecture, having designed the Modern Buildings in Collins Street, Melbourne, which ranks amongst the finest in that fine street. It was not long before he was offered a partnership with Mr. David Williams, a worthy member and Fellow of the South Australian Institute of Architects. This was accepted about 1889, when the firm of Williams & Good was established in King William Street, Adelaide, subsequently removing to Albion Chambers, Waymouth Street, where they now enjoy a leading practice. In making designs of buildings, the two partners invariably collaborate, and work most effectively and amicably. One of the best, perhaps, and certainly a lasting monument of their skill, is the magnificent new warehouse (one of great capacity) of Messrs. Goode, Durrant, & Co., wholesale merchants, in Grenfell Street, Adelaide. As a specimen of picturesque architecture, too, they have to their credit the Church for the Deaf and Dumb, Adelaide. Then there are those two large Consumptive Homes, "Nunyarra" and "Kalyra," built to the order of Dr. Gault, the consumptive expert, at Relair, and the James Brown Trust, respectively. The former of these is notable for being the most up-to-



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MR. CHARLES THOMAS GOOD.

date establishment of its kind that has been constructed in Australia. Many of the church halls and halls for societies in South Australia have been designed by and built under

the direction of the firm, which, it may be gleaned, is most progressive in its ideas of structural work. In the residential class of building, Messrs. Williams & Good occupy a front place as architects, and it is with pleasure that the compilers of these records point, in this connection, to the mansion villa of Dr. T. K. Hamilton, one of the most noticeable at Belair, Mr. George Maslin's home near Jamestown, South Australia, Mr. Craven's residence, considered by competent judges to be one of the most unique houses north of Adelaide, and others. In fact, it may be said that the firm has taken a leading hand in the designing and erection of a host of other domestic buildings in and around Adelaide, and in various country places in South Australia. In proof of this, quite recently *The Chronicle* pictured eight of the pretty residences of North Adelaide, and five out of the eight were the designs of Messrs. Williams & Good. Mr. Good is a Freemason, his mother lodge being the St. Andrew's. He was married in Adelaide in 1890, and resides at "Redmarley," Malvern, with his wife and family.

FRANK HEDLEY COUNSELL, F.S.A.I.A. The subject of this memoir, unlike many of his brothers in the Institute of Architects, did not adopt the profession on the completion of his scholastic education, not because that education did not in every way fit him for it, for it was indeed one of merit. After four and a half years at Glenelg Grammar School and three years at Prince Alfred College, he matriculated at the age of sixteen years. He was born at Somerton, near Glenelg, in 1864, and is the third son of the late Mr. James Counsell, a partner in the firm of Whyte, Counsell, & Company, among the leading merchants in South Australia in the sixties, seventies, and eighties. Mr. Counsell's start in business life was as a clerk in the Bank of Adelaide, whence, after eighteen months of enlightenment in the elements of finance, he was articled to the late Mr. James Cumming, then one of our leading architects. After a four years' apprenticeship, he proceeded to the sister capital of Victoria, where he was employed as draughtsman by several of its architects then practising. Later on he entered the service of the existing lines branch

of the Victorian Railway Department, and was engaged on designs for the metropolitan stations, and stations at Ballarat and Maryborough for about two and a half years, when he decided to return to Adelaide. He stayed for about fourteen months, following his profession, successively assisting Mr. Edward Davies and Mr. Cavanagh, and then sailed for the West, and entered the Western Australian Government service at Perth. Here for six years he put in some responsible work, and was entrusted with the designing of nearly all the suburban railway stations adjacent to that city. He was also engaged upon designs for some of the jetties and water-conservation schemes for the Government. He came back once more to his native city in 1898, and



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MR. FRANK HEDLEY COUNSELL.

his services were readily availed of by the Engineer-in-Chief of South Australia. During the four years he was in the Department he was very materially associated with some most important works then in course of construction. For instance, for eighteen months he was in charge of the building operations of the magnificent Adelaide Railway Station, and had the engaging and payment of artisans and the purchase of materials; also the preparation of detail drawings and the supervision of the work. He thus acted in the dual capacity of architect and contractor for buildings costing about £24,000. It was in June, 1903, that he made a start for himself in his profession

in Pirie Street, Adelaide, and his progress since has been good. He is now satisfactorily established at No. 55, Brookman's Building, Grenfell Street. The extensive factory of D. & J. Fowler, Limited, of the widely-known "Lion" brand of manufactures, on North Terrace, was planned by and built under the direction of Mr. Counsell, as were also the recent additions at *The Advertiser* offices. In referring to the latter, it is right to make special mention of the reinforced concrete floor of the top storey, which Mr. Counsell designed on the Hennebique principle, and which was the first example of reinforced concrete in South Australia. During his sojourn in Government departments he picked up a fair knowledge of engineering work, which he augmented by study, and consequently has been able to undertake work somewhat off the beaten track of architects, such as the buildings, tramway, and equipment of an up-to-date quarry in the hills. The subject of this sketch is a Fellow of the South Australian Institute of Architects and a member of its Council. He was married in 1900 to Ellen Florence, eldest daughter of Mr. S. B. Moody, of Kilkerran, and their family consists of two daughters.

ALFRED BARHAM BLACK, F.S.A.I.A., was born in Wigtownshire, Scotland, and educated in Edinburgh, and afterwards at Taunton, Somersetshire. When he had finished his scholastic education, he spent the best part of a year on the Continent of Europe, with the object of studying modern languages, and as it was decided that he was to follow the profession of a Civil Engineer, he then devoted three years to practical and theoretic work in the School of Engineering at Sydenham. In the year 1877 he had crossed the seas, and was first located in the Surveyor-General's Department of the South Australian Government as a draughtsman, where he remained about twelve months; subsequently for two years he served a then very widely-known architect and engineer, the late Mr. Rowland Rees, M.P. During this service he surveyed and laid out the private railway track (the Holdfast Bay line) to Glenelg, since amalgamated with the Glenelg line. It was while with the late Mr. Rees that Mr. Black commenced to study

architecture, continuing it after the railway work ceased, and at a later period he worked in the office of the late Hon. Thomas English, one of Adelaide's architects of the day. Leaving here he entered into partnership with Messrs. Beresford and Bowen, of the Old Exchange, Pirie Street, and for four years, which were busy years of the "land boom," practised architecture as well as land surveying, under the title of Beresford, Bowen, & Black, the new combination being associated with the building of a large number of the pretty mansions and villas and domestic structures around Adelaide: while, personally, the latest partner won second place in the competition for the Melbourne (Victoria) sewerage and drainage scheme, as promoted prior to the existence of the Melbourne and Metropolitan Board of Works, now controlling such affairs. During the years 1884-5 Mr. Black journeyed through the East, seeing both China and Japan, then crossed to America, and visited Europe and England, and when he returned to Adelaide partnered with Mr. H. E. Hughes. Messrs. Black & Hughes' career as architects was marked by several competition successes, amongst the wins being the Port Augusta Town Hall, the Mount Gambier Institute additions of 1887, and one for the Mutual Life Association, Adelaide; while the present Adelaide offices of the latter were erected under the firm's supervision. The mountain residence of Sir Langdon Bonython (formerly that of the late Sir Thomas Elder) at Mount Lofty was designed by Mr. Hughes, and its erection supervised by the firm. In 1889 Mr. Black was in practice by himself, and was first in the competition for the Government bridge over the River Light at Hamley. The series of superior domestic residences which cover an area of one and a half acres in Grote Street, West Adelaide, were built under Mr. Black's direction, and on his drawings. The land was long owned by one of the firm of Messrs. Smith, Payne, & Smith, the eminent London bankers, and now belongs to Mr. Ruthven Smith, for whom Mr. Black is carrying out many other building schemes. In 1904 the authorities at Mount Gambier called for designs for the new hall in that town, and the joint one of Messrs. A. B. Black and H. E. Fuller was adjudged the best. For ten years Mr. Black has served the

South Australian Institute of Architects, first as their Hon. Treasurer and now as Hon. Secretary, besides which he is one of the Vice-Presidents. He is a member of the Council of the South Australian Institute of Surveyors. Mr. Black belongs to the Masonic Order, and is Secretary to the Mostyn Lodge, No. 18, S.A.C. In musical matters he is keenly interested, and was for a long time an active and enthusiastic member of the Adelaide Orpheus Society. The late Mr. D'Oyly Carte, the famous English *entrepreneur*, was Mr. Black's brother-in-law. Mr. Black, in 1891, married the third daughter of the late John Howard Clark, editor of *The Register*, and a great-niece of one of South Australia's founders and well-remembered public men, the late Sir Rowland Hill, of postal reform renown. The issue is one son and three daughters, and the family residence is "Bell-Yett," Burnside, near Adelaide.

HENRY ERNEST FULLER, F.S.A.I.A. The subject of this memoir was born in Adelaide in 1867, and gained his knowledge of architecture by dint of intelligent study in his native city. Though comparatively a young member of the South Australian Institute of Architects, he can be fairly credited with having attained marked proficiency in his profession, and made excellent use of his opportunities. He is the seventh son of the late Mr. Henry Robert Fuller, who, as Mayor of Adelaide when the late Duke of Edinburgh visited Australia, was the first Australian Chief Magistrate to receive the distinguished visitor. (An account of the late Mr. Fuller, sen., appears in the Parliamentary section of the "Cyclopedia.") Mr. Henry Ernest Fuller acquired his scholastic training at Hahndorf and Prince Alfred Colleges. Having finished his education, he was articled to Mr. I. G. Beaver, and served with him for four years, obtaining in that period a splendid insight into the intricacies of structural work in all its branches, and which was further extended when he subsequently continued with the firm of Wright, Reed, & Beaver as draughtsman. Then for some time he was in the office of Mr. E. H. Bayer, and, as his draughtsman, was associated in making the drawings of some important buildings. With this practical tuition, however, he was not

fully satisfied, and so at the termination of his engagement with Mr. Bayer he went in for a twelve-months' course of close study in all the arts at the Adelaide School of Design. The knowledge he gained in this one year of theoretical learning opened up new fields in the profession he had elected to follow. In the early part of 1891 Mr. Fuller accepted an engagement as chief draughtsman, to Mr. Alfred Wells, the well-known Adelaide architect, and continued as such for some four years, at the end of which time he felt fully qualified to start practice on his own account in his native city, and has carried on ever since with much success, being now established in Steamship Buildings, Currie Street. One of the finest and most ornamental buildings of the many important structures in Collins Street, Melbourne, is the National Mutual Insurance Company's, a picture of which appears in "The Cyclopedia of Victoria"; and it may be here recorded that Mr. Fuller assisted materially in preparing the drawings which won the competition for this edifice. With Mr. Dunn he won the first and second prizes in the competition for the plans of the Stock Exchange of Adelaide, an extraordinary achievement surely, and one that is certainly indicative of ability and skill; also, in conjunction with the same gentleman, he received second award in connection with the competition for the drawings of the Y.W.C.A. Building in Adelaide; and in more recent years was successful with Mr. A. B. Black in winning the competition for the Mount Gambier Institute additions. He designed and supervised the erection of St. Oswald's Church of England and rectory at Parkside, as also the Parkside Institute. In domestic architecture, not only in the picturesque suburbs of Adelaide, but in the provinces of the State as well, Mr. Fuller has been a prominent designer. Besides being a Fellow of the South Australian Institute of Architects, Mr. Fuller is also Honorary Treasurer, and he is the Treasurer and Librarian of the South Australian Society of Arts. As Secretary of the Church of England Sunday-school Union, and for a considerable time closely connected with the governing of the Church, and as a member of its Synod and of the Standing Committee, he is very well known in ecclesiastical circles. He is more or less

interested in musical matters, and acts as Local Secretary for Trinity College Musical Examinations, London. The Adelaide centre (it has been in existence since 1896) has grown more quickly than any other in Australasia. Mr. Fuller married at Adelaide, in 1893, Margaret,



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MR. HENRY ERNEST FULLER.

the eldest daughter of the Rev. J. Sunter, Rector of St. Paul's Anglican Church, and has two sons and one daughter. Residence, "Lauriston," Eastwood.

A. S. & F. H. CONRAD, architects, Broken Hill Chambers, King William Street, Adelaide. Mr. Albert Selmar Conrad, F.R.I.B.A., F.S.A.I.A., the senior partner in this firm, is a native of Adelaide. He is a son of Mr. Leopold Conrad, of "Helstonleigh," East Terrace, one of South Australia's most prominent and respected business men, and received his education at the Christian Brothers' College, Wakefield Street. During his college days Mr. Conrad evinced a strong leaning towards the profession he ultimately adopted, much of his time being devoted to mastering the rudiments of drawing. On the completion of his scholastic studies, indentures were negotiated for a term of five years with the late Mr. Daniel Garlick, a leading architect of the city, who had established his practice soon after the foundation of the province. Upon the expiration of his articles, Mr. Conrad entered the service of the South Australian

Government, on the professional staff of the Works and Buildings Department, where he remained for nearly four years. In 1893 he commenced the practise of his profession at Broken Hill Chambers, King William Street, Adelaide, at which address the firm still continues with success. Mr. Frank Herbert Conrad, A.S.A.I.A., the junior member of the firm, has been associated with his brother for ten years, and became attached as full partner in 1906. He was born at Adelaide in 1878, and educated principally at the Christian Brothers' College in his native city. Having a decided inclination for the architectural profession, upon leaving college he entered the South Australian School of Mines and Industries for a term of three years, in order to undergo a course of technical training, and was subsequently



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MR. ALBERT SELMAR CONRAD.

articled to his brother for five years, the preliminary portion of the term being devoted to practical masonry and carpenter's work. His articles being served, he was elected an Associate of the South Australian Institute of Architects, and was entrusted with the responsible work of the office. The Messrs. Conrad have been associated and to a great extent identified with the introduction of new methods and the wave of modern development which has manifested itself in the State within recent years. This firm has erected a large number of buildings, which have contributed permanently towards the beautification of the city and suburbs, and now many country towns are graced with examples of their

work. The Messrs. Conrad have been largely associated with the designing of ecclesiastical and scholastic institutions throughout the State, and in competitive work have been successful in gaining awards in Victoria and New South Wales. In 1906, having taken his brother into partnership, Mr. A. S. Conrad embraced the opportunity of visiting England in the interests of his profession. He was unanimously elected as delegate of the South Australian Institute of Architects to represent that body at the Seventh International Congress of Architects, held at the Gratten Galleries, London, under the auspices of His Majesty the King. Both in regard to its professional and social aspect the Congress was an unqualified success, representatives being present from all parts of the world. Mr. Conrad spent several months in England in order to become thoroughly acquainted with the best examples of Gothic work and domestic architecture, and whilst in London qualified as a Fellow of the Royal Institute of British Architects. He then made a comprehensive tour of the Continent, visiting all the important cities, and proceeded to Athens and Constantinople for the purpose of making an archæological study of the buildings of ancient Greece, and Byzantine art. With the



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object of studying the modern development of construction in relation to steel and reinforced concrete, he also spent some considerable time in the United States of America.

HEDLEY A. DUNN, F.S.A.I.S., was born at Adelaide in 1865, and educated in his native place and at Cambridge. He is a son of the late John Dunn, jun., M.L.C., and, after completing his articles with an Adelaide architect, planned and supervised the big Port Adelaide mill for his father's firm. After some time spent with Elleker & Kilburn, in Victoria, he became a partner with Edward Davies, of Adelaide, for two years, during which the firm erected the Commercial Bank. He practised in Brisbane and New Zealand, and prepared plans for a sanatorium at Waimeara in the latter place, which were highly eulogized and preserved, though the enterprise was abandoned. After further experience in Victoria and Brisbane, Mr. Dunn returned to Adelaide, and won the competition for plans for the new Stock Exchange of Adelaide, being now its recognized architect. He has executed various important works in connection with the Kent Town Methodist Church and Prince Alfred College, and other city and provincial work. Mr. Dunn was on the Council of the Adelaide Society of Arts for some years.

CHARLES JOHN BYNG LORRAINE, A.S.A.I.A., 51, Royal Exchange, King William Street, Adelaide. As a schoolboy the young gentleman under review evinced a distinct leaning towards drawing and sketching, and were it adaptable in these pages to reproduce some of his early efforts and go on with some of those he executed when he was subsequently under the able tuition of Mr. James Ashton, F.S.A. and R.D.S., London, a highly-gifted South Australian artist, and then go on with a few specimens of his draughtsmanship of to-day, it would form a most admirable illustrative lesson of the various and progressive stages that have to be accomplished to enable one to reach the goal of ability which opens the door of association to the South Australian Institute of Architects which Mr. Lorraine has attained. He is the only son of Mr. John Coombe Lorraine, late of Broken Hill, and was born in the "City of Churches" in 1875. His scholastic education was first entrusted to Mr. Thomas Caterer who conducted the Commercial College at Norwood, near Adelaide, and afterwards he was finished off at Way College, Adelaide. During the latter period of this time he was as-

siduously studying and taking his lessons in drawing and painting in the evenings. Leaving college, he was articled for three years to Mr. Alfred Barham Black (the esteemed secretary of the South Australian Institute of Architects), and having served his articles, continued in this employ as a draughtsman for another twelve months. The training was a good one, and the pupil earnest and studious to a degree: but the vocation he had chosen, it need hardly be remarked, was one necessitating wide and varied experience, so that Mr. Lorraine accepted positions as draughtsman with various other architects with the idea of gaining it, and make himself as competent as possible in the profession. In these days, too, he had rare opportunity for acquiring knowledge



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MR. C. J. B. LORRAINE.

in the outside supervision of structural work, of which he took fullest advantage. About the year 1900, he had sufficient confidence in his talent to start as an architect on his own account in offices at the corner of Rundle and Pulteney Streets, Adelaide, and met with gratifying success from time to time until he eventually established himself in his present quarters at the Royal Exchange, King William Street. His practice is a good one, and in domestic architecture particularly. The magnificent villa residence of Mr. R. G. Allen, at Burnside, was designed and erected under the supervision of Mr. Lorraine, as was also the family home of Mr. J. H. Champion, at Dequetteville Terrace, Kent Town.

He is also to be credited with "La Vue," his own residence at Fullarton Estate, and, in fact, with many—a great many—of the picturesque villas that surround his native city. At the time of the compilation of these records he was in negotiation with the proprietors for the planning and erection of a City warehouse, while his services have also been enlisted in the designing of a leading country hotel. Mention has already been made of his father, and it will be fitting here to chronicle the fact that Mr. Lorraine, senior, was one of the earliest identities of the great mining town of Broken Hill, in which so many Adelaide interests are vested. There he started as a broker and mining investor in a canvas tent on the site where now stands the Bank of Australasia. Mr. Lorraine is certainly but a young man, comparatively, in his profession, but long after the pages of this work are printed, given health and strength, he promises to become a leader amongst his professional brethren. He was married in Adelaide in 1897 to Marie C., second daughter of Mr. Thomas Dunk, of South Australia.

HENRY JAMES COWELL, architect, Australasia Chambers, King William Street, Adelaide, was born at Clarendon, South Australia, on March 28, 1855, and is a son of the late Mr. James Cowell, an old colonist, who arrived in South Australia by the ship "Louisa Baily" on September 3, 1849. Mr. H. J. Cowell was educated at his father's school at Clarendon, and subsequently at Norwood. On the completion of his studies he entered upon commercial life in the building business, and was for some years in the employ of the then well-known firms of Baker & Humbly and Brown & Thompson. During this time he studied architectural drawing at the Adelaide School of Design, which was then under the control of Mr. Chas. Hill, of South Terrace, his fellow-pupils including the now well-known Mortimer Mompes. In 1875 Mr. Cowell commenced business as a builder and timber merchant at the corner of the Parade and Sydenham Road, Norwood, and was the founder of the well-known firm of Cowell Brothers and Company. After eleven years, owing to ill-health, he retired from the firm, and purchased a large fruit-

garden at Lockleys, "Willowwy," which has now grown into one of the most beautiful in this State. About two years later, having both a theoretical and practical knowledge of architecture, he entered into practice as an architect, and in this profession has had a most successful career, particularly in connection with domestic architecture. He has designed and supervised gentlemen's residences and other buildings in many parts of this State, and of these he has a splendid collection of photographs, which are often exhibited at the Agricultural Society's Shows. Among those most worthy of note are residences in or near Victoria Avenue, Unley Park, which, surrounded as they now are with well-grown gardens, make very beautiful pictures. Mr. Cowell was architect for the Marion, Thebarton, Freeling, and Blumberg Institutes, and for several large warehouses in the city. He will probably be best remembered as having designed and supervised the erection of the New Market Buildings, at the corner of Grenfell Street and East Terrace, which are said to be, for the purpose for which they are used, equal to any other buildings of a like character in the world. Mr. Cowell is the inventor of a new patent mortice lock, known as Cowell's Patent, which, on ac-



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MR. HENRY JAMES COWELL.

count of the superiority of its construction, and the ease with which it can be fixed (simply by boring a half- or three-quarter inch hole), is likely to supersede in use the many

other kinds of locks now made, and which are not only difficult to fix, but are at the same time injurious to the door. Mr. Cowell is identified with the Masonic fraternity, his mother Lodge being St. Andrew's, No. 19. He was one of the founders of the Lodge at Broken Hill. He is possessed of musical gifts, having been organist of the Norwood Baptist Church, also of Flinders Street Baptist and Fulham Methodist Churches. Mr. Cowell married, in 1877, Mary A., daughter of Mr. D. Williams, of Adelaide, well known in the building trade, and has four sons and two daughters.

THOMAS HERBERT BATES, F.S.A.S.A., was practically reared in a structural atmosphere from his infancy, and, after leaving Caterer's College, at Norwood, where he received his scholastic education, he went right through a building and carpentry course with Mr. Alfred Farr, of the firm of Charles Farr & Son, a gentleman very well known in the building trade in South Australia. The practical training obtained has proved most beneficial to Mr. Bates, who all the time continued taking evening lessons in every subject pertaining to architecture, such as drawing, painting, etc., and so earnest was he in his studies that he succeeded in gaining all local certificates, and later on three first-class certificates in various subjects from South Kensington, which, as is known, is the high school for art. Mr. Bates was born in North Adelaide in 1873, and when a young man of twenty designed and supervised the erection of a domestic residence of ten rooms in one of the suburbs of Adelaide. With the exception of a break of about nine months when he went on a tour of observation through the other States, Mr. Bates has since practised his profession in Adelaide, and now occupies a suite of offices in the A.M.P. Buildings, King William Street. One of his best works was the planning of the cool-storage building in Light Square, Adelaide, admitted to be one of the finest and most up-to-date of its kind in Australia. It was erected in the record time of eleven weeks, at a cost of about £27,000. Mr. Bates must also be credited with the designing and building of the big biscuit factory—having no less than three acres of floor space—of Messrs. Motteram & Williamson, in Waymouth Street, Adelaide. Numerous

churches and institutes have also been designed by him, while his abilities have been availed of to a considerable extent in domestic architecture in various parts of the State. Mr. Bates, who is a fellow of the Society of Arts of South Australia, is a member of the St. Andrew's



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MR. THOMAS HERBERT BATES.

Lodge of Freemasons, No. 19, S.A.C. (mother Lodge, Cottesloe, Western Australia), and of the Duke of Leinster, U.A.O.D. He was at one time a member of the Walkerville District Council. He married, in 1901, Emma, second daughter of the late Mr. Richard Watson, who will be well recollected as having accompanied the first white expedition to the Northern Territory. Mr. Bates has a family of two daughters and one son.

CHARLES EATON TAPLIN, architect. Another instance of the architect who has built up his success from early practical training is to be found in one of Adelaide's best-known professional men of to-day, Mr. Charles Eaton Taplin, who now practises in offices at Towers Court, Victoria Square, Adelaide, and enjoys a very fair share of the patronage of the citizens of Adelaide and the provinces of South Australia, and who, since his establishment in 1892, has played a prominent part in the erection of many church edifices, as well as domestic homes around the capital city. He was born at Port Elliot, South Australia, in 1857, and is a son of the late respected and esteemed Rev. George

Taplin, founder of the aboriginal mission at Point McLeay. It was here, under his father, that the son whose history we briefly record obtained his scholastic learning. That finished, he was sent to Adelaide and apprenticed for five years to Mr. P. Gay, a cabinet-maker, whose premi-



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MR. CHARLES EATON TAPLIN.

ses were situated on the location where now stands the Adelaide Arcade. Profiting by his apprenticeship, he then went in for building and contracting, all the while devoting himself to an earnest study of structural work and its designing, so that, in 1892, he was competent to start in business as an architect, to which profession he then applied himself entirely, his first offices being in Gilbert Place, Adelaide. The well-known Towers Court building, in Victoria Square, was of his designing, and was erected under his own supervision to the order of Mr. J. P. Roberts, of Adelaide. In ecclesiastical architecture Mr. Taplin is what may be termed a deep student and a skilful designer, and, as already mentioned, he has been entrusted with a great deal of work of this class in various parts of the city and State generally. Manthorpe Memorial Congregational Church, Unley Road, Unley; the Methodist Church, Halifax Street, Adelaide; the Port Elliot Hotham Memorial Congregational Church; and the additions, or, practically the re-modelling of the Congregational Church at Port Pirie, are all monuments to the ability of the sub-

ject of this article. The last-named achievement was the greatest triumph, because it was a most difficult one in architecture. A huge, barn-like structure had to be converted into a church of modern adornment, its frontispiece, for which there was previously even no apology, having to be thought out and planned to harmonize, as it were, with the main building. The Malvern, now Concordia, College—a training home for German ministers at Malvern—was also from the drawings of Mr. Taplin. He is a Past Master of the Masonic fraternity and a member of the Leopold Lodge, No. 31, S.A.C., Mother Lodge, Duke of Leinster, No. 363, I.C., which he joined in 1882, and he is also one of the principal members of the Emulation Royal Arch Chapter. For many years he has been closely identified with the Aborigines' Friends Association, and for twelve years was Secretary of the Manthorpe Memorial Congregational Church. He has also been Secretary of the Council of Churches since 1900. As Chairman of Directors of the Co-operative Permanent Building Society of South Australia he is well known and highly esteemed in commercial circles and amongst the many members of that excellent institution. In 1900 he received a commission of Justice of the Peace for South Australia. Mr. Taplin was married in Adelaide in 1878 to Flora Mary, daughter of the late Mr. Richard Winch, of Adelaide, and has four sons and three daughters. His eldest son, Harold, is a successful electrical engineer in Sydney, while his second son, Cecil, is fast making a reputation in South Australia as an exceptionally good organist. The family residence is "Brewarrina," Eton Street, Malvern.

ROWLAND R. G. ASSHETON, of Australasia Chambers, King William Street, Adelaide, was born in Narracoorte, South Australia, in 1883, but early in life came to Adelaide, and was educated at the Pulteney Street private school, then conducted by the Rev. Donald Kerr. He is a son of the late Mr. John Assheton, who was a very highly esteemed and widely known resident of the Moonta district, and who will be remembered by many as the foreman in charge of the building operations of the old Houses of Parliament in Adelaide. When young Assheton had finished his scholastic education

he evinced a strong leaning towards drawing and designing, and he used to devote much of his time to fret-work, engraving on wood, carving, etc. He served articles with Mr. Henry James Cowell for four years, acquiring useful practical knowledge of structural methods, all the while diligently studying the rudiments of the profession which he subsequently adopted, at the South Australian School of Design. He was competent during the last twelve months of his apprenticeship with Mr. H. J. Cowell to act as his draughtsman, and leading architects practising to-day are ready at times to avail themselves of his ability in this important branch of his profession. In the latter capacity, Mr. Assheton has designed many important edifices, both public and private, which adorn the city of Adelaide to-day. In 1904 he decided to start as an architect on his own account, and he now practises in Australasia Chambers, King William Street, with considerable success. His ability is recognized and esteemed by his colleagues, especially his "Old English" work, and the delicacy and completeness with which he attends to the minutest details in his designs. A work of some considerable cost, the drawing of which is to his credit, is the new front to the Wolseley Hotel at Wolseley, and



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MR. ROWLAND R. G. ASSHETON.

he has played no small part in the domestic architecture in Adelaide and its environments. The designs of the new Masonic Hall at Narracoorte, the building of which is in contem-

plation at the time of writing, has been entrusted to Mr. Assheton. In his college days Mr. Assheton was successful in winning the college championship for running. His private address is "Mittagong," Malvern.

CHARLES JAMES SANDERS, M.S.A.I.S., Eagle Chambers, Pirie Street, Adelaide. There are few men of his profession better known or more highly esteemed than Mr. C. J. Sanders. Born at Launceston, Tasmania, in 1846, at the age of four years he came to Adelaide with his father, the late Mr. Charles Sanders, for many years one of the leading building contractors of Adelaide. His education was commenced at the late Mr. James Bath's school, and continued at Whinham College, North Adelaide. From there he went to St. Peter's College, where he obtained the "Young Exhibition" (mathematical scholarship) in 1860 and 1861, in the latter year also winning second prize in the second-class competitive examination. He was associated in the last-named honour with Mr. C. H. Bagot, now Inspector of Fortifications in the British Army, who secured first place, and with Mr. W. S. Neill, of Adelaide, who came third. Mr. Sanders entered the Survey Department in January, 1862, as junior draughtsman, and accompanied the then Surveyor-General (Mr. G. W. Goyder) as assistant on his journeys for valuations of runs in the North and South-East Districts in 1864 and 1865, and in 1867 was engaged on the drainage works in the South-East, and on trial railway surveys for the Engineer-in-Chief. During the two following years Mr. Sanders occupied the position of draughtsman for the Central Road Board, and in 1870 received the appointment of Registrar of the Land Office, and retained this post until his retirement from the service in 1882, in order to enter upon private practice as a licensed surveyor. With others, Mr. Sanders assisted in forming the South Australian Institute of Surveyors, of which he was first Secretary, and he has been a member of the Council and a representative of the Institute on the Board of Examiners for Surveyors ever since. Mr. Sanders was President of the Institute for three years (1899-1901), and lecturer on surveying for the Adelaide University and the School of Mines until 1905, when the duties of that office

were taken up by a permanent member of the staff. He is a licensed surveyor for New South Wales and Victoria, and a Justice of the Peace for both those States.

STEPHEN PARSONS, licensed surveyor, National Mutual Buildings, King William Street, Adelaide, is a son of Mr. John William Parsons, and was born at Nairne, South Australia, on January 22, 1858. He completed his education at Prince Alfred College, and was for some years engaged as a junior teacher in this institution. Whilst there, in 1887, he matriculated at the Adelaide University, and entered upon the B.A. course with the intention of qualifying for the profession of teaching. The idea of becoming a



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MR. STEPHEN PARSONS.

teacher was subsequently abandoned, and Mr. Parsons became associated with his father in land and estate agency business, finally deciding to qualify as a land surveyor. Desirous of augmenting his studies in this direction by practical experience, he joined the Government party engaged upon the re-survey of the Encounter Bay district in 1879. Successfully passing the necessary Government examination, he obtained his licence in 1886, and entered upon the practice of his profession. Mr. Parsons is a member of the Council of the South Australian Institute of Surveyors, also of the Board of Examiners for Licensed Surveyors; and in addition to practising as licensed surveyor

and land and estate agent, he for fifteen years (from 1885 to 1900) occupied the position of Resident Secretary to the Temperance and General Life Society in Adelaide. His business and professional operations extend to all parts of South Australia, a great many landowners and buyers taking advantage of his services. In 1902 he was made a Justice of the Peace, and is at present (1906) a Vice-President of the Council of the Justices' Association. Mr. Parsons is interested in music, and has for several years past been Chairman of the Adelaide Choral Society. He is a prominent member of the Methodist Church, of which he is a local preacher and Sunday-school Superintendent, and has held all the most important lay offices of that body. He was married in 1880 at Port Elliot, to Minnie, daughter of the late Mr. Samuel Trigg, builder of that town. There are seven sons and two daughters.

HAROLD MAYO ADDISON, licensed surveyor, Adelaide, was born in Adelaide on May 4, 1847. He is a son of Mr. T. P. Addison, who came to South Australia in October, 1838, and who held the office of Deputy Collector of Customs at Port Adelaide. At the age of five years Mr. Addison was sent to a German school and became proficient in the German language. He subsequently attended St. Peter's College, and at the age of sixteen entered the service of the E., S., and A. C. Bank. He afterwards obtained a cadetship in the Government Survey Department, and served under the eminent engineer, Herr Bulte. Leaving the Government service, he entered the office of Green & Wadham, surveyors, where he remained for about a year. Mr. Addison then opened out in business for himself, and is now one of the oldest land surveyors in practice. He was one of the founders and Vice-President of the South Australian Institute of Surveyors in 1882, and is a trustee of the State Bank of South Australia, having been appointed to that position by the Government in 1895. He is a Freemason of long standing, and was Worshipful Master of the Lodge of Harmony, No. 3, S.A.C., during the years 1879, 1880, and 1881. To Church affairs Mr. Addison has devoted considerable time, and has held office in St. Paul's Anglican

Church, besides being Superintendent of the Sunday-school. He was a prominent cricketer, and as an amateur gymnast won the Cambridge Challenge Cup in 1869. Mr. Addison has been twice married. His first wife died in 1898, and he married for the second time on March 2, 1904.

HENRY THOMAS MELVILLE, M.S.A.I.S. The gentleman whose biography is here briefly recorded, at the time of writing occupied the position of Hon. Treasurer to the South Australian Institute of Surveyors, and was a member of its Council. His connection with the Institute dates from its foundation. How he came to adopt his profession is simply told. There was no deliberate intent when he finished his scholastic studies, for he then took to following pastoral pursuits at Conmurra, in the south-eastern portion of South Australia, and it was whilst thus engaged that a Government survey party happened to pass through the run, and a closer acquaintance with members of the camp inspired young Melville with a desire to become a surveyor; so it came about that he, with a determination and ardour which are amongst his prominent characteristics, applied to the Government for



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MR. HENRY THOMAS MELVILLE.

an appointment in the Survey Department. His application was successful, and he was appointed a cadet in 1873. Mr. Melville is a native of Port Robe, South Australia,

where he was born in 1857, and he is the second son of Mr. Henry Dudley Melville, of Adelaide, for a great many years in the Customs Department of the South Australian Government, and from which he retired about 1889. Mr. Melville, jun., received his education primarily under Mr. Thomas Caterer, at the school conducted by that gentleman at Norwood, and later with the late Mr. J. Hosking, of Adelaide. At the period of his cadetship in the Survey Department there had set in a big demand for Crown lands in the northern portion of the State, and so it happened that the new apprentice had an opportunity of gaining fine experience, because he was chosen to accompany a party that did much of the survey work that this demand necessitated. In fact, he was associated with this practical work for about two years, and he was then considered by his superiors to be competent to take charge of a field party, to which he was duly appointed, with instructions to proceed to Franklin Harbour, where, as well as in the Port Lincoln district, he lived until the year 1880, all the while obtaining sound practical knowledge of his profession. He then passed his examination, and secured his certificate as a licensed surveyor, and started in private practice in Adelaide, where he has ever since continued with unvarying success, his services being requisitioned readily both in and around the city, and largely in the provinces. The subdivision of many big estates has been entrusted to Mr. Melville in a surveying capacity, and from his offices in the Royal Exchange, King William Street, Adelaide, a great deal of work is directed. With all his professional calls, Mr. Melville has time for a hobby or two, away from his toil, and one of them is floriculture. He is an active member of the committee of the Unley Horticultural and Floricultural Society. The membership-roll of the Sturt Cricket Club also includes his name. He was married in Adelaide in 1893, and resides at Wattle Street, Malvern.

RICHARD LESLIE EUGENE BOSWORTH, B.Sc., M.S.A.I.S., Royal Exchange, Adelaide, was born at Noarlunga, near Adelaide, in 1871, and received his primary scholastic education at various

schools, after which he finished at the Adelaide University, at which institution he took the degree of Bachelor of Science. He acquired his knowledge of his profession as a licensed surveyor in South Australia, and had a three years' course of study at the Adelaide University.



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MR. R. L. E. BOSWORTH.

He was articled to Mr. J. H. Packard, the well-known South Australian surveyor, and in September, 1893, after successfully passing his examination, obtaining 88 per cent. of the possible marks, he became a licensed surveyor. The following year he established himself in private practice, and now continues successfully in offices situated in the Royal Exchange, King William Street, Adelaide. He has but little idle time, his city and country practice being of good size, and his work extends to many corporations and district councils. During the years 1902 and 1903 his services were much availed of for many surveys in Central Australia and in the Northern Territory of the State, while he is responsible for some large run surveys in the interior. He has also conducted a great many mining surveys all over the State. In 1894 he became a member of the South Australian Institute of Surveyors. Mr. Bosworth was married in 1905 to Isabella Bisset, daughter of the late Mr. Charles Marriott Watson, barrister and solicitor, of Ballarat and Melbourne, and resides at "Varley Ridge," Sussex Terrace, Westbourne Park.

Accountants and Secretaries.

There are three organizations of Accountants in this State, entitled respectively: The Institute of Accountants in South Australia, The South Australian Society of Accountants, and The Federal Institute of Accountants, which has a South Australian Board of Advice. Each of them is incorporated, and their objects, if not identical, are similar, viz., to elevate the status and promote the advancement of the best interests of the profession, and to encourage a higher degree of efficiency in those who are engaged in accountancy and auditing.

The South Australian Institute was originally named the Adelaide Society of Accountants, and was established on November 20, 1883. It is the oldest Association of its kind in any of the Australian States. The original founders were: Messrs. A. Abrahams, J. T. Turnbull, W. J. Brook, W. S. Douglas, J. H. Fry, H. James, Vinrace Lawrance, W. J. Oldham, James S. Scott, H. Turner, F. D. Woodforde, Frederick Wright, W. L. Ware, J. F. Yuill, J. E. Thomas, D. Kekwick, G. T. Lane, J. B. Spence, and H. Stodart. All these gentlemen were well and favourably known in Adelaide business circles at the time. Of the total number, only nine now remain, ten having died, and one resigned. The first President was Mr. J. B. Spence, and the Presidency has subsequently been held by six others of the founders, namely, Messrs. Wright, Ware, Douglas, Lawrence, Lane, and Scott. Of those who joined the Institute afterwards, the following have occupied the Presidential chair:—Messrs. H. Morgan Hawkes, John Henderson, W. E. Dalton, E. Kay, James Counsell, T. C. Walker, and C. A. Reinecke. The first Secretary was Mr. F. D. Woodforde, who held the office until June, 1890. Since that time the Secretarial duties have been discharged by Mr. J. Edwin Thomas, who became Registrar when the name of the Society was changed to that of the Institute of Accountants in February, 1899.

CHARLES A. REINECKE, J.P., F.I.A.S.A. At the time of writing this memoir the Institute of Accountants of South Australia had for its President one of the best known of its members, besides a man esteemed in every phase of commercial life; while in the list of South Australian Justices of the Peace his name has occupied an honoured place for over twenty-one years. Mr. Charles A. Reinecke was born in Adelaide in 1851, was edu-

cated at the famous St. Peter's College, and, having grown with his native State, has been identified with its commercial progress to a good extent. His first business training was in the office of a then busy land and financial agent and real property act land broker, and here he gained a fine insight into land agency methods, besides gaining theoretical and practical experience of accountancy and book-keeping generally. So efficient did he become in these

Since its establishment the members of the Institute have expended about £1,800 in carrying out the objects of the Institute, and in providing a high standard of excellence in regard to those who are candidates for membership.

The South Australian Society of Accountants was founded on March 17, 1893, by a number of Accountants of many years' standing, who thought there was ample room for another Society, and was incorporated on June 30 of the same year. The management of the Society and the custody and control of its funds and property are vested in a Council, consisting of a President, Vice-President, and four other members. The rules and regulations prescribe the duties and functions of the Council, define the conditions of membership, and provide for a general meeting to be held in the month of July in each year. Special meetings may be convened by the Council, either of its own motion, or at the request of ten members, but the Council is empowered to deal with all matters relating to the examination of applicants, including the subjects to be embraced in them, the degree of efficiency required to obtain a pass, and the tests by which such efficiency shall be ascertained. The President of the Society is Mr. A. H. Scarfe, the Vice-President Mr. G. Searcy, the members of the Council are Messrs. C. W. Davis, H. R. Guerin, W. H. Phillips, F. Stevens, and Mr. R. Sholl is the Hon. Secretary and Registrar.

The Federal Institute of Accountants has its headquarters in Melbourne, and is under the management of a Council consisting of the President (Mr. W. J. Runtling), two Vice-Presidents (Messrs. E. L. Wilson and A. Capper Moore), and twelve other members. It has Boards of Advice in Queensland and South Australia, and a representative in Western Australia. The members of the South Australian Board of Advice are Messrs. H. D. Gell, W. D. Reed, and H. P. Wilson.

various matters, including the preparation and conveyance of deeds under the Real Property Act, that, in 1875, he, with commendable confidence, launched out for himself, and started as a land agent, accountant, and licensed land broker, as a member of the firm of Reynell and Reinecke, and he has continued in business on his own account since the retirement of Mr. Walter Reynell, his offices now being situated in the Old Exchange Buildings,

Pirie Street, Adelaide. His business clientele is an important one with farmers and absentees. Among other duties devolving upon him are those of Local Auditor for the Broken Hill Proprietary Company, Limited, in connection with the Company's offices at Broken Hill, Adelaide, and Port Pirie. Mr. Reinecke is also one of the Auditors of the Collegiate School of St. Peter, and is a member of the St. Peter's Collegians' Association. He has been a Fellow of the Institute of Accountants of South Australia since 1892. In 1883 he married, and his family consists of one son and two daughters, the former at present gaining banking experience. He and his family have resided at Carls-hurst, Kensington Park, since 1883. Mr. Reinecke takes a great interest in musical matters (particularly in stringed instruments), and for many years was a member of the committee of the Adelaide String Quartet Club until its concerts ceased in November, 1885. When the Society was revived in 1891 in conjunction with the Adelaide College of Music he continued to be associated with it.

VINRACE LAWRENCE, J.P., F.I.A.S.A., F.I.A.V. Amongst the prominent men in this section of the Cyclopædia none is more highly thought of, not alone by his brothers in the Institute of Accountants of South Australia (of which he was one of the founders), but by the commercial world generally of South Australia, than Mr. Vinrace Lawrence. He was born in London on January 16, 1835, and received his early education at St. Olaves Grammar School, Bermondsey, afterwards studying for five years at Aske's Hospital, Hoxton, England. Before coming to South Australia in 1857 he had office experience in the old country with the firm of Messrs. W. & T. Devas and Co., London, for several years. It was while in that service that he was offered an appointment in far-off Australia. Messrs. N. V. Squarey & Co., well-known merchants and mine-owners, was the firm for which Mr. Lawrence came to this State, and he filled his position in their office for many years to their entire satisfaction, and to his own credit. But possessing all the attributes essential for progress in those pioneer days, he became a partner of the late Mr. John Hamlin, and so

eventuated the firm (then widely known and esteemed) of Lawrence and Hamlin, public accountants and mining secretaries in Adelaide. Mr. Lawrence's ability and zeal soon brought him into prominence with investors and speculators, and he was subsequently appointed Secretary of the Yundnamutana and Blinman Copper Mines, and he was also for a period of eight years Sub-Manager and Accountant of the English and Australian Copper Smelting Company at Port Adelaide. Since his retirement from the latter he has successively been in partnership with Mr. W. J. Brook, Mr. H. B. Donaldson, and one of his sons, Mr. C. V. Lawrence. Although one of the veterans of his profession in South Australia, Mr. Lawrence is



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MR. VINRACE LAWRENCE.

still a most active worker, and carries on business as senior partner in the firm of Vinrace Lawrence and Son, accountants and auditors, at Nos. 2, 4, and 6, Steamship Buildings, Currie Street, Adelaide, in conjunction with his youngest son, Mr. F. E. Lawrence. Mr. Vinrace Lawrence, is one of the few who can boast of a fellowship in the Incorporated Accountants of England, as well as of the Incorporated Accountants of Victoria. In the Institute of Accountants of South Australia he has occupied the position of President, and has been a member of the Council of Control continuously from its inception. Before passing from Mr. Lawrence's business career, it is sufficiently in-

teresting to record in these pages the fact that he is the Secretary of the Baker's Creek Gold-mining Company, and has been for some 16 years. One reason why mention is made of this is that this successful concern, during the years 1888 to 1900, paid out no less than £272,500 in dividends, without having made a single call upon its shareholders. Another South Australian venture of which his secretarial experience has been availed of for a similar period is the Adelaide Crystal Ice Company, which has also in the past been profuse in its disbursement of dividends to shareholders to the extent of £25,000. There are many other mining companies of which Mr. Lawrence acts as Secretary, while some of the commercial houses and mortgage companies in Adelaide claim his services from year to year in the capacity of auditor. Some years ago Mr. Lawrence was approached to stand for the House of Assembly for West Torrens and later on for North Adelaide, but he was obliged to refuse the proffered honour. The city ratepayers have made frequent endeavours to induce Mr. Lawrence to enter into municipal life, but with the same result. He is a Freemason, and has been and is associated with two of South Australia's friendly societies, viz., Odd-fellows and Foresters. Mr. Lawrence holds the commission of Justice of the Peace for South Australia and for New South Wales. He is a staunch Anglican, and was for many years a trustee and warden for St. Luke's Church, having been appointed by the late Bishop Short as co-trustee with Sir James Penn Boucaut and others. In Church matters Mr. Lawrence has always been a hearty worker, and is a member of the General Committee of St. Peter's Cathedral, as also one of the financial committee. Mr. Lawrence's home is "Lopen," Mills Terrace, North Adelaide, where he has lived for 16 years. Here may be seen probably the finest collection of mineralogical specimens in this part of the globe, especially in their crystalline form, the result of half a century's devotion to their acquirement. It can be realized with what pride and delight the owner exhibits his treasures to those who may be interested in mineralogy. The unique section is the crystalline gold specimens which in 1890, at the Crystal Palace, London, Mining and

Metallurgy Exhibition, took the gold medal for crystalline gold against all comers. Included too, is a variety of the crystalline form of the industrial minerals, which is considered the best lot got together in the Commonwealth. South Australian educational matters have in the past received valuable aid from Mr. Lawrance, and many may remember that he was on the Council and also acted as Secretary of the Adelaide Board of Advice under the system of education which was in operation prior to the existing system. The subject of our memoir married Elizabeth, eldest daughter of the late Mr. Richard Binney, produce merchant, of Adelaide, and has living five sons and three daughters.

GEORGE THOMAS LANE, J.P., Fellow of the Institute of Accountants of South Australia, public accountant and secretary to public companies, Australian Widows' Fund Building, Grenfell Street, Adelaide. Mr. Lane was born at Portsmouth, Hampshire, England, on October 29, 1850. He arrived in South Australia with his parents in 1859, and received his education at Mr. R. C. Mitton's school, Adelaide. He gained his first commercial experience with Mr. James Hill, mer-



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MR. GEORGE THOMAS LANE.

chant and insurance agent, of Adelaide, and afterwards entered the service of Messrs. Harrold Bros., merchants and shipping agents of Adelaide, remaining with that firm

for a period of twelve years. For several years Mr. Lane had charge of their wool and shipping departments. In 1879 Mr. Lane established his present business of G. T. Lane and Co., accountants and mining agents, which he has since carried on with great success. He has held the Secretaryship of the Adelaide and Hyde Park Tramway Company since its inception in 1881, and is also Secretary to a number of other companies. Mr. Lane is a Life Member of the South Australian Deaf, Dumb, and Blind Institution at Brighton. He was one of the founders of the Adelaide Society of Accountants, which afterwards merged into the Institute of Accountants in South Australia, Incorporated, and was President of the Institute in 1896-7. He was one of the South Australian delegates at the Conference of Australian and New Zealand Accountants, held at Sydney, in January, 1901, for establishing Intercolonial Examinations for admission to the institute. Mr. Lane was gazetted a Justice of the Peace for South Australia in 1893, and is a director of several mining companies. His private residence is "Bassendene," Aldgate, twelve miles from Adelaide.

WILLIAM HALL HENDERSON, accountant, estate agent, and manager. Among the representative men in this class there are few who can show more rapid progress in their profession than William Hall Henderson, who carries on business in the Australian Mutual Provident Buildings, King William Street, Adelaide. He is a native of this State, having been born at Glen Osmond in the year 1858. When a boy he attended at one of the leading commercial colleges of those days, controlled by Mr. John Whinham, and known as the North Adelaide Grammar School, and there he acquired an excellent scholastic training. He was but a lad when he ended his educational career, and entered the office of Mr. Frederick Stanley, just about the time that gentleman's business was converted into that of The Original Wine and Spirit Company, Limited, which had quarters next the South Australian Register Office. For some six years he made gratifying headway with this firm, and on March 1, 1879, he joined Sir (then Mr.) E. T.

Smith as accountant in the Kent Town Brewery, which was disposed of by Sir Edwin in 1888, and it was then that Mr. Henderson was offered the onerous post of Secretary to the new brewery, which was created by the amalgamation of the Kent Town and other concerns,



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Adelaide.

MR. WILLIAM HALL HENDERSON.

the new enterprise trading under the name of "The South Australian Brewing Company, Limited." His old chief, however, expressed a desire that the new Secretary should devote his time and talents principally to his interests. Mr. Henderson therefore relinquished his newly found position and became Manager and Commercial Secretary to Sir Edwin, a post he still retains, besides carrying on the practice of his own profession. In 1897 Mr. Henderson became a member of the Institute of Accountants of South Australia, and he is at present a member of its Council. At the time of writing (1906) the honour of Worshipful Master of St. Peters Masonic Lodge, No. 47, S.A.C., had just been conferred upon the subject of our notice. His mother Lodge was the Friendship, No. 1, S.A.C. Mr. Henderson was married in 1884 to Clara Emilie, youngest daughter of Mrs. J. M. Wendt, of Adelaide, and has two sons and two daughters. He resides at "Athol Lodge," St. Peters, in which suburb he is regarded as a leading spirit in everything that pertains to the advancement and well-being of the district. Particularly may be mentioned his

efforts on behalf of the St. Peters Institute, of which he has been President. The collection of books in the library attached to this much-appreciated institution is among the best to be found in South Australia, and is a significant indication of the intellectual capacity of the residents. In matters of recreation, Mr. Henderson enjoys a quiet game of bowls or lawn tennis. He is a member of the Lawn Tennis Tournament Committee, and was one of the first committeemen of the Adelaide Oval Bowling Club.

ARTHUR ERNEST HERBERT EVANS, accountant, auditor, and secretary, carrying on business at No. 10, Victoria Buildings, Grenfell Street, Adelaide, was born at St. Peters, near the capital city of this State, in 1871, and was educated at St. Peter's College, Adelaide. The office of Messrs. A. W. Sandford & Company, the well-known Adelaide produce merchants, was the first school of commercial education which Mr. Evans encountered, and this initial tuition was productive enough to secure him the office of accountant to the South Australian Fruit and Produce Company, which position he occupied for about two years. Just at that period quite a boom sprang up in South Australia in connection with the development of viticulture, and Mr. Evans, together with a friend, started vine-growing at Lyndoch, near Gawler; but grubs and other pests, for which in those days no systematic or effective means of combating had been discovered, were too much for the young pioneers, so they were obliged to relinquish the venture. Five years was then spent by the subject of our sketch in the office of Mr. W. A. Kingsborough, the widely-known share-broker of Adelaide. This afforded rare opportunity for him to complete the business education with which he started in life, so that he subsequently felt strong enough to start on his own account. His first important commission at this stage was the attainment of the Secretaryship of St. Peter's College, a post he has done full justice to, and, of course, still retains with credit. It is natural that many other positions were offered and accepted, including the Secretaryship of the River Murray League,

various mining companies, The Queen's Home, and the St. Peter's Collegians' Association, besides a considerable deal of auditing and private accountancy work. Mr. Evans is a member of the Council of the Institute of Accountants of South Australia, and is generally held in esteem by his brethren. Though a busy man always, the name of A. E. H. Evans has appeared on several occasions in the Interstate Cricket teams representing this State, and on three occasions he has in this capacity visited Melbourne and Sydney. He is a member of the Ground and Finance Committee, as also of the Cricket Committee of the South Australian Cricketing Association. In 1899 Mr. Evans married Miss Caitlock Kelsey,



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MR. ARTHUR E. H. EVANS.

daughter of Mrs. Kelsey, of Adelaide. There are one son and one daughter by the marriage.

EDWARD KAY, F.I.A.S.A. The member of the Institute of Accountants of South Australia whose career we will here outline is one of the Adelaide accountants and auditors. Born in the capital of the State in 1854, his interests have ever since been centred in South Australia, and he may fairly claim to have materially assisted in the great progress which his profession has made here. His father, the late Mr. William Kay, came to the colony in the early fifties, and was one of the firm of Townsend, Botting, and Kay, auctioneers, of Adelaide;

but, besides being a leading business man in those days, he was elected to represent East Adelaide in the House of Assembly in the Parliament of 1875. Mr. Edward Kay was educated first at Mr. Thomas Caterer's private school at Beaumont, and afterwards finished his scholastic tuition under Mr. John Whinham at the North Adelaide Grammar School. From 1871 to 1890 he was employed on the staff of Messrs. Elder, Smith, & Co., of Adelaide, certainly a good seminary for affording enlightenment into the methods of commerce generally. In 1890 he became a member of the Stock Exchange of Adelaide, but did not remain so for a very lengthy period. He then launched into the business of accountant and auditor at No. 7, Alma Chambers, McHenry Street, Adelaide. As regards the Institute of Accountants of South Australia, Mr. Kay was one of the first Associates elected to the Committee, and has been a member ever since, having taken his diploma of fellowship. He has been honoured with and worthily filled the Presidential chair, and is highly esteemed by all the members of the Society. In 1883 Mr. Kay was married to Miss Annie Young, daughter of the late Mr. Robert Lunam, of Melbourne. The family consists of two sons and two daughters.

WALTER EDWIN DALTON, F.I.A.S.A., F.I.A.V., was born in Adelaide in August, 1855, and educated at the late Mr. John L. Young's school. At the time of his leaving school he entered the service of the late Mr. Price Maurice, with whom he remained for some twenty years, during which period he was fortunate enough to have close association with the Australian manager of the firm, Mr. Clement Sabine. At the termination of this service Mr. Dalton launched out in Adelaide on his own behalf as an accountant, and one of the first companies he was appointed to manage in a secretarial capacity was the Tempe Downs Pastoral Company, which controlled a large cattle station in the MacDonnell Ranges. In 1893 he joined Mr. James Counsell, and so formed the present firm of Dalton & Counsell, accountants, auditors, secretaries of companies. Mutual Life Chambers, Grenfell Street, Adelaide. Mr. Dalton acts as Auditor for the Adelaide Steam-

ship Company, Executor, Trustee, and Agency Company, Willowie Pastoral Company, Limited, and the South Australian Gas Company, besides other public companies and private firms. In an honorary capacity he is Secretary to the Aborigines' Friends' Association and the Adelaide Children's Hospital.

HENRY HOWARD AUSTIN, F.I.A.S.A., Steamship Buildings, Currie Street, Adelaide, was born in



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MR. HENRY HOWARD AUSTIN.

October, 1872, and is a grandson of Rev. John Baptist Austin, who came to South Australia in 1844, and took up land near Macclesfield, 30 miles south of Adelaide, forming the "Lashbrooke" estate, now in possession of Mr. T. R. Bowman. His son Edward, who was born in Peckham, Surrey, England, purchased the property adjoining this estate, and bestowed upon it the name of "Glen Ella," erected a substantial residence, and for some years managed the joint estates. Mr. Henry Howard Austin received his early education by private tuition, but on the removal of the family to Kapunda entered the large and popular public school in that town under Messrs. Neale and McBride, where he acquired a good sound education. His introduction into commercial circles took the shape of a position in the office of Dudley G. Evan, F.A.S.A., accountant and auditor, where, after ten years, Mr. Austin practically had control of the business. On the death of Mr. Evan, in 1893, he succeeded to the

business, and opened offices in Currie street on the spot now covered by that handsome structure, the Steamship Buildings, in which his office is now located. Mr. Austin obtained his certificate as an Associate of the Institute of Accountants of South Australia in 1894, five years later became a Fellow, and is now a member of the Council. He successfully carries on an extensive accountancy business, and for ten years has held the Secretaryship of Wyatt Benevolent Institution. The Australian Natives' Association has claimed him as a member since 1893, and he has been on the governing body for a period of ten years, besides having occupied the Presidential chair. Mr. Austin was also Secretary and Treasurer of the Adelaide branch for years, and continues to exhibit a keen interest in all its affairs. He also held the post of Secretary and Treasurer of the Coromandel Literary Society for many years, and was one of its most valued and useful members. In 1905 he was married to Hilda Mary, elder daughter of Mr. Frederick Basey, of Stirling West, manager of a department in Messrs. D. & W. Murray's warehouse, and a colonist of many years' standing.

JOHN SANDERSON LLOYD, F.I.A.S.A. The veteran member of the Institute of Accountants of South Australia, whose career is here briefly sketched, was a resident in several places in the old country before his arrival in Adelaide in 1853. He was born in Kendal, the capital of Westmoreland, England, in 1831, but left there soon afterwards with his parents, his father having obtained a business appointment in Bristol. This was followed by successive removals to Poole, Dorchester, and Melksham. His education was acquired chiefly in the town of Falmouth, England, and when the time arrived to face the world he was apprenticed to a large wholesale firm of stationers in Bristol. Leaving England at the age of twenty-two, to join a mercantile house in Adelaide, he afterwards obtained an appointment in the office of Elder, Stirling, & Company, in 1859, and remained in their employment and that of their successors, Elder, Smith, & Co., as their principal accountant, for thirty-two years. His services are still availed of by this great commercial concern in the capacity of Auditor, in

conjunction with Mr. A. S. Neill. He is one of the Auditors of the Bank of Adelaide, is Auditor to the South Australian Company; Secretary to the Trustees of the late Mr. H. B. Hughes' Estate, and also to the Trustees of the late Mr. W. R. Swan's Estate. In an honorary capacity he filled the post of Secretary for several years to the Philosophical Society of South Australia, now the Royal Society of South Australia, Incorporated.

JAMES HENRY FRY, Royal Exchange, Adelaide, was born in the year 1845, his birthplace being Bideford, in the County of Devonshire, England. He, with his parents, arrived in Adelaide in the year 1850, in the sailing vessel "Gipsy Queen," the voyage occupying between ninety and one hundred days. His education was commenced at Kensington, and finished at Mr. R. C. Mitton's Rundle Street School, Adelaide. For about two years he was engaged at *The Register* Office. In 1861 he entered the service of Messrs. McArthur, Kingsborough, & Company, wholesale drapers, Pirie Street, and continued with them and their succes-



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MR. JAMES HENRY FRY.

sors until they retired from business. He subsequently entered the service of Messrs. Virgoe, Son, and Chapman, and later, when the firm discontinued business in Adelaide, he was engaged by Mr. Arthur Chapman, the well-known accountant. In the year 1880 Mr. Chap-

man retired from the accountancy work, and transferred his business to Mr. Fry, who has been on his own account ever since, first at Cowra Chambers, Grenfell Street, but for many years at the Royal Exchange, King William Street, Adelaide. From the commencement of the Norwood Starr-Bowkett Building Society he has been its Secretary. He is also Secretary to the Federal Starr-Bowkett Society, and by his courteous manner and unswerving attention to his duties has alike won the good opinion of directors and shareholders. Mr. Fry is distinguished as being one of the founders of the Institute of Accountants of South Australia, and is still a member, holding of course, a diploma of fellowship. He was for some years a member of the Alberton and Queenstown District Council, and, for a period, its Chairman. About twenty-five years ago he joined the Masonic fraternity, and became a member of the United Tradesmen Lodge, No. 4, S.A.C. He also belongs to the Ancient Order of Foresters, and is a Past Chief of Court Kensington, No. 2824. In 1867 Mr. Fry was married to Miss Helen C. Webb, daughter of the late Mr. Henry B. Webb, of Norwood. His present address is William Street, Norwood.

WILLIAM SELBY DOUGLAS, J.P., F.I.A.S.A. The commercial education of Mr. William Selby Douglas commenced in his native town of Kelso, Scotland, where he was born on December 29, 1826, and in this classical town he also received his scholastic learning. Though he comes from a family which has mainly adopted the medical profession, banking is the branch of commerce to which he appears to have devoted most of his life, and that he has profited much by the training is evident by the high esteem with which to-day his services as accountant and auditor is regarded. Under his eldest brother, who filled the position of manager of the Commercial Bank of Scotland, in Kelso, Mr. Douglas, after leaving school, served six years, and then he proceeded to fulfil an appointment with the Western Bank of Scotland, in Glasgow, but remained there only for about twelve months, when he sailed in "The Thames" for Adelaide, in 1853. On arrival he joined the Bank of

South Australia as bill clerk, but his knowledge of banking was already substantial, and the authorities recognized that his talents were worthy of a wider scope in the institution, so that he was entrusted from time to time with various responsible positions in country branches, one of the first being that of accountant and teller at Port Adelaide, when the railway-line was opened to that place in 1856. A year after he was transferred in the same capacity to the Gawler Branch, of which he was subsequently appointed manager. Two years later, when big consignments of wool were being regularly shipped in the season, to the United Kingdom, from the port of Robe, Mr. Douglas was instructed to proceed to the branch of the bank there as its manager, and here he acquitted



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MR. WILLIAM SELBY DOUGLAS.

himself with such satisfaction that in 1865 he was called to the Adelaide office to take up the managerial duties, which he relinquished five years later, being presented on his retirement with two handsome pieces of plate by his brother officers, and a large silver salver and purse of sovereigns by the customers of the Bank of Adelaide, brother bankers, and other friends. He then went for a trip to his native land. For a lengthy period he was on the Board of Directors of the National Bank of Australasia, Adelaide. Returning to the land of his adoption in 1871, he decided to start in business on his own account as an accountant, auditor, and estate agent, and has continued ever

since, now occupying offices at No. 30, National Mutual Buildings, King William Street, Adelaide. He is one of the founders of the Institute of Accountants of South Australia, and is a Past President. He has been a Warden of the Adelaide Anglican Cathedral since its opening over thirty years ago, and acts as Hon. Treasurer for his brother Wardens. Indeed, he is one of South Australia's most prominent Churchmen, and has for many years been one of the South Australian attorneys for the Society for the "Propagation of the Gospel in Foreign Parts," and is also a member of the Church of England Synod. In 1862, at the earnest request of the first Anglican Bishop (Bishop Short) of South Australia, Mr. Douglas consented to accept the appointment of a lay reader. He was honoured with a commission of the peace in 1861. Mr. Douglas was married at Gawler, South Australia, in 1860, to Mary Bevis, second daughter of the late Mr. Robert Temple Poole, and has a grown-up family of four sons and one daughter. He resides at "Cathedral Lodge," Pennington Terrace, North Adelaide.

Lieutenant-Colonel JOSEPH CHARLES GENDERS, J.P., F.I.A.S.A., was born at the Burra, South Australia, in 1858, and was educated at Whinham College, North Adelaide. In 1877 he entered the Bank of Adelaide, and the experience he there gained in methods of accountancy and office organization stood him in good stead in later years. He served for three or four years while the Bank was under the management of Mr. John Souttar, and, later on, of Mr. R. G. Wilkinson, and then tendered his resignation in order to accept a junior partnership in a wholesale saddlers', ironmongery, and coachbuilders' hardware business, from which his father was about to retire. The concern was afterwards amalgamated with that of J. Colton & Co., and a limited company formed, of which Mr. Genders acted as one of the directors for a period of three years, at the termination of which, in 1897, he commenced business as an accountant, auditor, and fire-claims adjuster, and included a land and estate agency branch, which, under special management, has since become an important department. Since its foundation, some eight

years ago, Colonel Genders has acted as Secretary for "Minda," the Home for Weak-minded Children (Incorporated), and is also the Registrar of the Justices' Association (Incorporated) of South Australia, which was established in August, 1898, and acts as the publisher of *The Honorary Magistrate*, the most useful periodical of its kind which is issued under the auspices of the Association. It was in the year he started his present business that he became a member of the Institute of Accountants of South Australia, and he is now a Fellow of it. Military affairs in South Australia have always had a warm and enthusiastic interest for the subject of our article, it being so long ago as 1877 that he first joined the infantry branch of the forces. His career since has been a most creditable one, and worthy of emulation in its untiring study and attachment. We find him to-day on the active list (unattached) of the Commonwealth military forces, holding the rank of Lieutenant-Colonel, and he is the possessor of the officer's badge of honour, the Victoria Decoration. When His Royal Highness the Duke of York and the Imperial troops visited Adelaide, he was in immediate command of the Adelaide Rifles, as he was also at the time of the inaugura-

tion of the Commonwealth in Sydney and of the opening of the Federal Parliament in Melbourne. It will be remembered that on these occasions the very highest praise was bestowed on his corps. Colonel Genders is a Past Master of the Lodge of Friendship, No. 1, S.A.C., in the Freemasons' brotherhood, his mother Lodge being St. Andrew's, No. 19, S.A.C. He has been for many years a prominent member of the Australian Natives' Association, and is an ex-President of the Board. As one of the delegates from this State, he attended the Conference of this important Association in Melbourne in 1900. There were two infantry companies formed in connection with the Australian Natives' Association in South Australia, and the Colonel was mainly responsible for their being raised. It should be mentioned as a matter of some moment at the present day that the great Protectionist movement in South Australia has had much aid from him. It is, as is well known, a very live movement, and Colonel Genders acts as the Secretary to the Association in South Australia. In May, 1899, the honour of the Commission as Justice of the Peace was conferred on him by His Excellency the Governor. He is a married man, with a family of two sons and two daughters, having been wedded in Adelaide to the eldest daughter of the late Mr. A. D. Tassie, of Port Augusta. Private residence, Pier Street, Glenelg.

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CAPTAIN WILLIAM STEELE ESAU.

tute of Accountants of South Australia—surely an honour indeed to be bestowed by so many of his capable brethren. He also represents in Adelaide the British Imperial Government Income Tax Recovery Agency, a large and important concern, with branches all over the world. Mr. Esau is a member of the Masonic fraternity, and belongs to the Mostyn Lodge, No. 18, S.A.C. He is an ardent enthusiast in South Australian military affairs, and joined the Infantry Regiment as a private in 1900, and it is generally conceded that as a Lieutenant and a permanent Adjutant he did much in the interests of his regiment. In 1907 he was promoted to a Captaincy in the South Australian Infantry Regiment.

JAMES COUNSELL, F.I.A.S.A., of the firm of Dalton & Counsell, is a native of the capital city, where he was born in 1860. His early scholastic education was entrusted to the directors of the Glenelg Grammar School, and he subsequently attended Prince Alfred College. In 1885 Mr. Counsell entered into the study of accountancy, and spent some years with Messrs. Harry Tur-



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LIEUTENANT-COLONEL J. C. GENDERS.

tion of the Commonwealth in Sydney and of the opening of the Federal Parliament in Melbourne. It will be remembered that on these occasions the very highest

WILLIAM STEELE ESAU, F.I.A.S.A., Victoria Buildings, Grenfell Street, Adelaide. Though the subject of this notice gained his accountancy experience primarily in a bank, having served in various branches of the English, Scottish, and Australian Chartered Bank for twelve years, he has had great opportunities of enlarging upon such excellent schooling to enable him to successfully pursue the career he has elected for himself, that of accountant and auditor, and which he now practises in his offices, Nos. 1 and 2, Victoria Buildings, Grenfell Street, Adelaide. He was born at Woodside in 1869, and is the third son of the late Dr. H. C. F. Esau, who practised his profession in that South Australian town for some fifty years. Mr. Esau finished his scholastic education at Hahndorf College, South Australia, and started his banking experience before mentioned in 1885. It was about 1896 that he passed his examination for Associate to the Institute of Accountants of South Aus-

ner, Thomas, & Co., accountants, of Adelaide, and subsequently, on the dissolution of that firm, in the office of Messrs. Harry Turner & Co. He ultimately, in 1893, was admitted to this firm as a partner, and subsequently, when Mr. H. Turner left the State for South Africa, Mr. Counsell acquired the business, and conducted it in his own name until the year 1893, when he and Mr. W. E. Dalton joined forces, and established the present firm of Dalton & Counsell. The subject of this memoir is a prominent member of the Institute of Accountants of South Australia. He is a Past President, and was an active member of the Council of the Institute from 1901 to 1905. Mr. Counsell acts as secretary to trustees of various important estates and mining and other companies, and is a licensed land broker. As auditor he is retained by the Adelaide and Suburban Tramway Company, Bagot, Shakes & Lewis, Limited, and other commercial houses in Adelaide.

ALBERT EDWIN HAMILTON, F.I.A.S.A., 31-35, Steamship Buildings, Currie Street, Adelaide, although connected intimately with the commercial affairs of South



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MR. ALBERT EDWIN HAMILTON.

Australia, is likewise associated prominently with the pastoral and agricultural industry of the State. He is a son of Mr. William Hamilton, an old identity, who is closely con-

cerned in pastoral enterprises, as well as many large commercial ventures. Mr. A. E. Hamilton is a native of Adelaide, having been born there in 1873, and he received his educational training at Prince Alfred College, on the completion of which he adopted as a profession that of accountancy, and studied accordingly. He joined the South Australian Institute of Accountants on July 20, 1897, and became a Fellow on December 7, 1902. In 1895 he started in offices in Unity Chambers, Currie Street, as secretary of companies, and soon obtained a secure footing in the business world of South Australia. He acts as Secretary of the Ocean Steamers' Wharf Company, Limited. This is a very large concern, and one of infinite importance to the oversea commerce of our State. It controls the longest, deepest, and widest area of wharfage at Port Adelaide, and on part of it is built the Government Produce Depot. Among some of the gigantic carriers of the sea which berth there may be cited the Federal Liner "Essex," which is over 7,000 tons gross tonnage, and 460 feet long on the keel, with a draught of 24 feet. But when one of the great White Star steamers has been enabled to navigate the river, and make fast at the same wharf, viz., the "Cufic," with a gross measurement of 8,249 tons, and has been accommodated by the Company, a fair idea of the possibilities may be gleaned. Mr. Hamilton is secretary for about half a dozen mining companies operating in Victoria, and acts as city or commercial manager for the "Koonamore" and "Teetulpa" pastoral runs, which are situated in the north-east portion of South Australia, as well as for "Chandada," and some minor station properties on the West Coast. He is a committeeman in connection with the pastoral and wool section in the Royal Agricultural and Horticultural Society of South Australia, besides being on the Board of Examiners of Wool-Classing at the South Australian School of Mines and Industries. He is the possessor of the first diploma issued by the School for wool-classing, and frequently his services are requisitioned as a judge of wool at country shows. Mr. Hamilton, in his auditing profession, is engaged by several large trading houses and companies in Adelaide, and he is also Managing Director in Adelaide of Messrs. J.

Kitchen & Sons and Marsh, Limited. Outside his commercial pursuits he takes a deal of interest in sport generally.

JOHN SIMPSON SCOTT, F.I.A.S.A., was born in Adelaide, South Australia, and is the young-



Hammer & Co., Adelaide.

MR. JOHN SIMPSON SCOTT.

est son of the late Mr. James S. Scott, of Adelaide. He was educated at Whinham College, and afterwards at Prince Alfred College, Adelaide. He commenced life in the offices of the Adelaide and Suburban Tramway Company, Limited, under his father, who acted as secretary. He remained there some years, and in 1895 went to Coolgardie under engagement to the *Goldfields Courier* Company, then big publishers, conducting no less than three newspapers besides being large stationers. Mr. Scott was accountant there for one year and a half, when he returned to Adelaide, and obtained the position of accountant to Messrs. Ring & Besford, well-known mining secretaries and share-brokers in those days. In 1900, having received a real good commercial training, he started on his own account as accountant, auditor, and secretary of companies in Universal Buildings, Grenfell Street, Adelaide, where he still continues to carry on business. The companies for which he acts in a secretarial capacity are nearly all interstate, and include the development of gold, copper, tin, and silver finds. Mr. Scott is compelled by the extent of

his business to accord it much close attention, but he gives it ungrudgingly and with whole-heartedness. He became an Associate of the Institute of Accountants of South Australia in February, 1898, and a Fellow in March, 1903. There was a time when he was known in football and lacrosse circles, but he has but little spare time now to devote to sport. He was married in 1899 in Adelaide, to Miss Annie, third daughter of Mr. Richard Martin, of Medindie, and he resides at "Shirley," Barton Terrace, North Adelaide.

EDWARD MOORE TWISS, F.I.A.S.A. This gentleman is of a family well known and respected in Adelaide. He is the second son of the late Edward Newton Twiss, one of Victoria's earliest schoolmasters, and was born near Ballarat in 1871, where he received his early education at the High School; but to one of South Australia's famous scholastic institutions, Prince Alfred College, Adelaide, he owes the finish of that scholarly tuition which fitted him, in later days, to take his place amongst the most prominent of South Australia's accountants and auditors. It was in the year 1884 that he first came to Adelaide, and after leaving his College he entered the office of the Secretary of the Adelaide and Suburban Tramway Company in 1886. In the fourteen years of his service here he learned his knowledge of accountancy and bookkeeping; indeed, he was appointed Accountant to the Company in the early years of his service with it. On the demise of the then Secretary, the late Mr. Jas. S. Scott (one of the founders of the Institute of South Australian Accountants), Mr. Twiss, in 1901, determined to start on his own account as an accountant and auditor in Alma Chambers, Adelaide, with much encouragement from the many commercial and financial concerns then operating in the capital of this State; and it is pleasing to say that he has attained that success in his profession to which he aspired; but, what is more, still progresses with much satisfaction. He became an Associate of his Institute in 1898, and a Fellow in March, 1903. He is one of the auditors of the Corporate Town of St. Peters, and, in addition, acts in a similar capacity to many of the prominent mining companies which have their

headquarters in Adelaide, as well as some of the best-known commercial firms. In the earlier days of cricket enthusiasm Mr. Twiss was best known as a leading member of the Norwood Cricket Club. The membership roll of the Australasian National League also shows his name



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MR. EDWARD MOORE TWISS.

as a worker. He was married in 1905 to Violet Ethel, youngest daughter of the late Mr. G. R. Lowe, of Macclesfield.

FREDERICK EBENEZER LAWRENCE was born in Adelaide in the year 1876, and received his education at St. Peter's College. In 1894 he entered his father's office, and after ten years became a partner in the business which is carried on under the style of Vinrace Lawrence and Son, public accountants, Steamship Buildings, Adelaide. In 1901, Mr. F. E. Lawrence attained the great distinction of securing the highest pass in the Interstate Accountants' Examination. There were seven papers in the competition: Book-keeping and accounts, including partnership and executorship accounts (2); auditing; the rights and duties of trustees, liquidators, and receivers, and the law of arbitration and awards; the principles and practice of the law of insolvency; the principles and practice of the law relating to joint-stock companies; mercantile law. The first three subjects were "essentials," and the honour of securing passes in all the subjects, and the highest aggregate number of marks, was

awarded to Mr. Lawrence. With such credentials at the outset, Mr. Lawrence must assuredly have a prosperous career in the profession. He is a member of St. Peter's Old Collegians' Association, and of the Australian Natives' Association; also of St. Peter's Cathedral Old Choristers' Association, of which he was a founder. The Adelaide Orpheus Society also claims Mr. Lawrence as one of its number. His hobby is the row popular one of poultry-raising. Mr. Lawrence married, in 1903, Kathleen, second daughter of Mr. A. H. Collier, late of Adelaide, now of London, sharebroker, and resides at "Randwick," Walkerville Road, St. Peters.

EDMUND ROBERT GURNER, A.I.A.S.A., member of the firm of Laurie & Gurner, stock and share brokers, Broken Hill Chambers, King William Street, Adelaide, is a native of South Australia, having been born at Glen Osmond, near Adelaide, in 1872. He is a son of the late Mr. J. R. Gurner, of Adelaide, and received his scholastic education at St. Peter's Collegiate School, Adelaide. After the completion of his studies he entered upon a commercial career in the office of Messrs. Elder, Smith, & Co., Limited, and during the twelve years that he spent with this extensive and widely-



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MR. EDMUND ROBERT GURNER.

known firm gained valuable business experience, working his way steadily up the ladder of success until he held the responsible position of Accountant. In 1901 Mr.

Gurner relinquished his position, and in conjunction with Mr. John Buxton Laurie founded the present firm of Laurie & Gurner, stock and sharebrokers. Mr. Gurner became an Associate of the Institute of Accountants of South Australia in 1897.

HENRY TASSIE, A.I.A.S.A., accountant, financial and estate agent, Adelaide, is a native of South Australia, having been born in the capital city on June 8, 1863. His father, the late Robert Stewart Tassie, came to South Australia from Scotland in 1854. Mr. Henry Tassie received his early education at Pulteney Street School, under the able tuition of the Rev. W. S. Moore, and, while



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Adelaide.

MR. HENRY TASSIE.

there, won the Church Schools' Scholarship, which qualified him for a three years' course at the celebrated St. Peter's College, Adelaide. On completing his education, Mr. Tassie entered upon a commercial career, serving three years with the important firm of Messrs. W. and J. Storrie, Adelaide. In 1881 he was appointed to a responsible position at Balaklava, with the firm of D. M. Peek, for whom, at the age of 19 years, he assumed the financial management of one of the largest storekeeping businesses in the State. Returning to Adelaide in 1895, he spent two years with a firm of Stock Exchange brokers, and in 1897 became accountant to Mr. Patrick Gay, the well-known

furniture warehouseman of Adelaide; and on the retirement of that gentleman, and consequent disposal of the business, he entered into financial pursuits on his own account, establishing the present business in 1902, which he has since carried on with considerable success. Mr. Tassie has been a member of the Institute of Accountants of South Australia since 1902, and has been identified with various public bodies. He is a prominent member of the Caledonian Society of South Australia, and holds the important position of secretary to that body. Mr. Tassie took a keen interest in public affairs while a resident at Balaklava, and was prominent in every election campaign fought in that township. He was for some time Secretary and President of the Balaklava Institute, and also occupied the corresponding positions in the Rechabite Order. In Church matters Mr. Tassie has always taken a deep interest, having been a lay preacher for many years, and a frequent representative to the denominational Conferences. He was a member of the Methodist Federal Council, which did so much to pave the way for Methodist Union. He was married in 1885 to a daughter of Mr. Luke Dellow, a pioneer of Balaklava district, and has a family consisting of four sons and two daughters. He resides at Partridge Street, Glenelg.

LOUIS ARTHUR MORICE, A.I.A.S.A. The early training of the subject of this notice was that of a surveyor, and though he has merged somewhat into the profession of accountancy and auditing, his career in the former has given to him much valuable experience which he has no reason to regret. He was born in London in the year 1856, and was educated at one of England's large public schools, the Bedford Grammar School, Bedford. In 1875 he left the old land and sailed for Melbourne, but almost immediately migrated to Adelaide, and entered the South Australian Survey Department as a cadet, engaged mostly in field work for about two years, at the end of which time he became a competent surveyor, and was entrusted by his superiors with the charge of a survey party. After five years in this department he easily passed the examination, and was duly qualified

as a licensed surveyor; so, in 1880, he retired from the service, and commenced practice on his own account for a period of some nine years in Adelaide and Port Augusta. Before the great goldfields of Western Australia were properly opened, or even prior to the now famous Kalgoorlie finds, Mr. Morice elected to go West; but after about eight or nine months at the goldfields he decided to return to Adelaide, and obtained shortly after the post of Town Manager and Accountant to Messrs. G. & J. Riddoch, pastoralists, with whom he was for some ten years, up to the time, in fact, that they abolished their Adelaide office. In November, 1898, he sought and obtained admission as a member of the Institute of Accountants, and is at present established as a member of the firm of Beresford & Morice, accountants, auditors, and secretaries of companies, at Pirie Chambers, Pirie Street, Adelaide. Mr. Morice is a commercial man of all-round experience, as will have been gathered from this sketch of his career, so that when that very useful little publication, *The Adelaide Stock and Station Journal*, was first launched into public notice in 1904, he was offered and accepted the editorship. He was married in Adelaide, in 1890, to Helen, youngest daughter of the late Mr. C. G. Robinson, of Buenos Ayres, where his wife was born. The family consists of four daughters and one son.

HENRY MARCH BRISTOWE, head of the firm of Bristowe & Co., accountants, managers, and attorneys for public companies, Brookman's Building, Grenfell Street, Adelaide, was born at Narracoorte in 1859, and is a son of the late Mr. Henry Bristowe, who came to South Australia in 1852, and was identified with Mount Gambier as a builder and furniture manufacturer for many years. He died in 1879. Mr. Henry March Bristowe was educated at Christ Church Grammar School, Mount Gambier, under Canon Poole and Rev. Dixon Bertram, M.A. In 1877 he accepted an engagement in the English, Scottish, and Australian Chartered Bank, and remained in this service for three years. In 1880 he joined the Bank of South Australia, and acted as manager of the Snowtown

and Eudunda branches. Later, he opened a branch of this bank at Broken Hill, and remained there as manager from 1887 to 1892, when the Bank of South Australia was amalgamated with the Union Bank of Australasia, Limited. He then remained as manager of the Broken



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MR. HENRY MARCH BRISTOWE.

Hill branch of the Union Bank till January, 1896, when he left the banking service and joined his brother Arthur, who, some years before, had established the business now carried on under the style of Bristowe & Co., the present members of the firm being H. M. Bristowe and his brother, F. W. Bristowe. Mr. H. M. Bristowe is the Adelaide Secretary of Associated Gold Mines of Western Australia, Limited; of the Associated Northern Blocks, Western Australia, Limited; of the Northern Blocks Syndicate, Limited; the Oroya Extended, Limited; the Lake View South Gold Mines, Limited; Chaffers' Gold-mining Co., Limited; the Golden Pole Gold Mines, Limited; the Sons of Gwalia South Gold Mines, Limited; and the O.K. Copper Mines Development Syndicate, Limited; while his brother, Mr. F. W. Bristowe, is the Secretary to the Fire Brigades Board of South Australia and of the Adelaide Hat Manufacturing Co., Limited. Mr. H. M. Bristowe is a member of the Naval and Military and Adelaide Stock Exchange Clubs. He is also a member of the Masonic fraternity, and a member of the Royal Arch Chapter. He was married in 1894, to Edith, daughter of

the late Mr. R. C. Andrews, one of the founders of the firm of Donaldson, Andrews, & Company, merchants, of Rundle Street, Adelaide, and has a family of three daughters and one son.

JOSEPH EDWARD COCKER, F.S.A.A. (Incorporated), London. The gentleman under review, Mr. J. E. Cocker, carries on business in offices in Steamship Buildings, Currie Street, Adelaide, as secretary of companies, and from there directs very extensive operations on behalf of South Australian investors in many important mining ventures in adjacent States. He is a Yorkshireman, having been born in Dewsbury in 1860, and educated at Harrogate College. When he had completed his studies he entered, in 1875, as a junior, the Huddersfield Bank, now known as the London Midland, of which his father held the reins of managership. Mr. Cocker spent thirteen years in this service, and worked himself up into various positions until he became at last second teller, all the time gaining most valuable commercial experience. He then sailed for Australia, landing in Tasmania, where he intended to spend twelve months with relatives who had long before settled in the little island, and to this day are well known and highly esteemed throughout the length and breadth of it. In 1888 Mr. Cocker was married at Launceston to a daughter of the Rev. Thomas Vinson, a retired English Wesleyan minister, who had selected the "Garden Island" for his home. While residing in Tasmania Mr. Cocker held the position of manager of the British Bank of Australia until the time it succumbed with the collapse of the great land boom, which simultaneously affected all the financial institutions throughout Australia. He came to Adelaide in 1894 under engagement as assistant accountant to the firm of Messrs. James Marshall & Co., the big Adelaide drapers, etc., and he left them to accept the post of accountant to Messrs. McIlwraith, McEacharn, & Co., with whom he remained until the period when they decided to close their branch office in South Australia, and hand over the business as an agency to Messrs. Cave & Co. The importance of their operations in this State, however, necessitated a distinct branch office, which was re-opened, and now exists. About 1898 Mr. Cocker

started in business on his own account in Brookman's Building, Grenfell Street, Adelaide, as accountant and secretary of mining companies, and is now established on a most extended scale at Steamship Buildings, Currie Street. Among the most important companies which he controls are the Mascotte Lead Gold Alluvial Mine, the Ballark Gold-Mining Company, Edgerton Deep Lead, and No. 1 Deep Lead, a group in the Edgerton district, Victoria, covering an area of some 12,000 acres; the New River Freehold (gold), and the Purdue Tin Mines, No Liability, both in Tasmania; and the Maryborough Hydraulic Sluicing Company, Victoria. The investors developing these various ventures are mostly all South Australians, and it is pleasing, therefore, to record that the prospects at time of writing are excellent, and hopeful signs are in evidence of good dividends being yielded in the future. Mr. Cocker is a Fellow of the Society of Accountants and Auditors (Incorporated), London, and is Auditor of the Broken Hill South Mining Company. He is a Freemason, and a member of the Lodge of Faith, his mother lodge being the Commercial. He takes an earnest interest in Church matters, and is a prominent and ardent worker in connection with the Archer Street Methodist



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MR. JOSEPH EDWARD COCKER.

Church, North Adelaide. For three years he has been Secretary of the Sunday-school, and has held office as circuit steward and society steward, as well as being a church

steward. He has one daughter, and resides at "Trumara," Melbourne Street, North Adelaide.

ARTHUR YOUNG HARVEY. Mr. Harvey, who is a native of Aberdeenshire, Scotland, where he was educated, settled in Adelaide in 1867. He received his business training in South Africa, where he spent upwards of five years, the early portion of that period in Durban, Natal, the latter in Port Elizabeth, Cape Colony, where he held an appointment in the Standard Bank, which he resigned to come to Australia. Mr. Harvey, who some years ago became a member of the Society of Accountants and Auditors (Incorporated), London, carries on business as an accountant and agent, in Austral Chambers, Currie Street, Adelaide.

JOHN FREDERICK KEY, F.F.I.A., Steamship Buildings, Currie Street, Adelaide, was born in London in the year 1851, and educated at Binfield House Academy, Berkshire, and subsequently at the City of London School. On the termination of his studies he passed three years as clerk in the office of Starkey, Carr, & Co., tarpaulin merchants, Mark Lane and Tooley



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MR. JOHN FREDERICK KEY.

Street, London, but was obliged by ill-health to relinquish this position. With the object of recruiting, he embarked on a voyage to the antipodes, landing in Adelaide in 1869.

Though without serious intention of remaining, he was armed with letters of introduction to some of the big firms of this city, and immediately decided to accept a position in the office of Messrs. D. & J. Fowler, merchants, and during his fourteen years' service in this house attained to the post of chief cashier, availing himself of every opportunity to master the principles of accountancy. On leaving this firm he was presented with a service of plate by his fellow-employés, in token of their esteem. A few years were then spent in partnership with others in a mercantile venture, which, however, proved unsuccessful, and he left for Western Australia, where for three years he engaged in commercial pursuits, being entrusted with the oversight of one or two large businesses that were in a critical condition owing to the stoppage of the Midland railway, besides being enlisted to straighten some insolvent estates. Upon his return to Adelaide in 1890 he started in business as accountant and estate agent, and now has a fine suite of offices at Nos. 37 and 39, Steamship Buildings, Currie Street. A prominent accountant and auditor, he has acted in the latter capacity during the last fourteen years for the Savings Bank, in conjunction with Mr. William Neill. This is a very big audit, lasting three months. His services are also engaged by several mercantile houses. Estate agency is a feature of his business, and the winding-up of businesses under the Insolvency Act. He is secretary of a number of private companies, and of the North Adelaide Star-Bowkett Building Society, one of the most successful of all the Star-Bowkett Societies in South Australia, which was established in April, 1894, Mr. Key being its first Secretary. The 1906 report and balance-sheet of this society, which operates chiefly in the city and suburbs, indicates sound progress and prosperity. On November 20, 1896, Mr. Key became a fellow of the Federal Institute of Accountants. He is a member of the North Adelaide Baptist Church, in which connection he has held the post of Secretary for many years. Mr. Key is associated with Freemasonry, his mother lodge being the United Tradesmen, No. 583, S.A.C. He was married in 1876 to Elizabeth Christina, daughter of the late Mr. James Watson, for many years in the Government Printing Office, and has a family of

one son and three daughters. His private residence is at Jeffcott Street, North Adelaide.

WILLIAM HENRY HUSSEY, accountant and financial agent, auditor, broker, and secretary of public companies, Broken Hill



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MR. WILLIAM HENRY HUSSEY.

Chambers, King William Street, Adelaide, was born in North Adelaide on February 23, 1860. He is the third son of the late Mr. George Frederick Hussey, one of Adelaide's pioneer colonists, who arrived in South Australia in 1839. To the well-known North Adelaide Educational Institution was entrusted the task of his scholastic training, on the completion of which he entered upon a commercial life in the city office of Messrs. Goode Brothers, going thence to Messrs. D. & J. Fowler, both merchants of Adelaide, where he remained for two years. Mr. Hussey then joined the staff of the Bank of South Australia (afterwards amalgamated with the Union Bank of Australia) under Mr. W. G. Cuthbertson, who at that time was manager of the former institution. Here he won the confidence of his superior officers so entirely that, after two years at the head office, he was placed in charge of a country branch, and enjoyed the distinction of being the youngest officer in the service to hold such an important post. After sixteen years' experience in this and the Union Bank he resigned, and launched out on his own account, establishing his

present extensive and successful business. Mr. Hussey actively interested himself in the public affairs of the various centres where his duties as Branch Bank Manager called him; and numerous testimonials show the popularity and esteem in which he was held by a large circle of friends. He is a Fellow of the Federal Institute of Accountants, an Associate and Life Member of the Bankers' Institute of Australia, and was one of the founders of the Legal Managers' Association of Victoria. Mr. Hussey acts as secretary for a large number of mining companies carrying on operations in South Australia, Victoria, Broken Hill, and Western Australia. He is also auditor for many mining and trading companies of Adelaide. Mr. Hussey is a member of the Masonic craft, and a member of the Independent Order of Oddfellows. In 1883 he married a daughter of Mr. Samuel Braund, of Prospect, and has a family of one son and two daughters.

HENRY EDWARD POTTER, A.F.I.A. (Australia), accountant and secretary to companies, Victoria Buildings, 29, Grenfell Street, Adelaide, was born on September 12, 1867, at North Terrace, Adelaide. His father (Mr. Henry Potter) and mother are both South Australian born, the former being well-known in the city, and a grandson of the late James Potter, one of the pioneers of the early days and a founder of the Adelaide Lodge, I.O.O.F., M.U. Mr. H. E. Potter commenced his school-days at the Pulteney Street School, under the able tuition of the Rev. W. S. Moore, and from there went to the Norwood Grammar School and the Norwood Model School, finally completing his scholastic career under private tuition. On finishing his education he entered the office of The Colonial Mutual Life Assurance Society, subsequently filling other positions in the business life of Adelaide, principally with Messrs. Robert Harper and Company, Johnston & Davies, W. L. Ware, Arthur Bristowe, and H. P. Wilson, where he gained an extensive and general knowledge of commercial business procedure. Upon the transfer of the business of The Great Boulder Proprietary Gold Mines, Limited, and the Great Boulder, No. 1, Limited, to the Bank

of Adelaide, Mr. Potter was appointed to the position of Secretary. In 1898 a change took place, the affairs of the Companies being transferred from the Bank of Adelaide to a Local Directorate, Mr. Potter going over with same under the Secretaryship of Mr. H. P. Wilson, in whose office he held the position of Accountant and Chief Clerk. On passing his examination in 1901 as Associate of the Federal Institute of Accountants, Australia, he, by permission of Mr. Wilson, commenced practising as an accountant and auditor; and in 1905, when Mr. Wilson relinquished the Secretaryship of The Great Boulder and Great Boulder No. 1 Companies, was again re-appointed to the position in both companies, for which task he is particularly well qualified, by experience and study of Austra-



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MR. HENRY EDWARD POTTER.

lian and English Company procedure. Mr. Potter is a member of the Masonic fraternity, the Druids, G.U.O.O.F., and A.N.A. In 1894 he married Emily, daughter of the late Charles Stevens, Clerk of the Adelaide Central Municipal Market for many years, and grand-daughter of the late John Stevens, well-known in the early days in connection with and owner of the Company's Mill, Hackney.

WILLIAM JAMES BROOK.

Mr. Brook is not only entitled to representation in these memoirs, because he is one of the founders of the South Australian Society of

Accountants, but because he is a very old colonist, and one that has seen, and assisted in, the growth of its commercial prosperity. He was born in Edinburgh in 1845, and received his primary education in Bristol, England. He came to Adelaide with his parents, and was put to school under the late Mr. James Hosking, and so finished his scholastic studies in South Australia. Farming pursuits next engaged his attention, after which he entered into employment with a local store-keeper at Rapid Bay for five years. He afterwards got a position with the late Mr. J. H. Angus on the Willowie Station, as head book-keeper, and, in addition, did the accountancy work in connection with all of the northern stations of his employer. On the death of his brother in 1872 he took up his residence in Adelaide, and soon after accepted the post of accountant in the office of Mr. (now Sir Samuel) Way, Q.C. At the end of seven years he decided to launch out on his own account, and, therefore, started as an auditor, accountant, and general estate agent in Adelaide, where he has carried on with fair prosperity ever since, now being located in offices in Alfred Chambers, Currie Street. He resigned his fellowship of the South Australian Society of Accountants in 1905, and was unanimously elected a life member. Mr. Brook is one of the recognized coaches for budding aspirants to accountancy and auditing work in South Australia, and has always twenty or so pupils under his able tuition. When the old Commercial Bank of South Australia relinquished business he was appointed one of its liquidators, and he was entrusted as attorney and accountant for the late Governor of South Australia, Sir William Jervois, and held that trust until the nephew of the late viceregal representative took charge of affairs. He has also been *locum tenens* for the Public Trustee, when that functionary has been absent on leave. He is a member of the Masonic fraternity, and has been a leading member of the I.O.O.F., M.U., passing through all the chairs while belonging to that influential Order. The Clerks' Association of South Australia has the honour of his presidency, while in Church matters he has, for the last thirty years, been a willing helper, particularly in connection with the Trinity Anglican Church, as War-

den and Auditor. In 1876 he married a daughter of the late Chief Inspector of Police, Mr. William Searcy, who died in 1891. Mr. Brook married for the second time, Olga, a daughter of Mr. Rheinhardt, and has a family of four sons and four daughters surviving.

RICHARD SHOLL, F.S.A.S.A., was born in 1846, in Perth, Western Australia, and received his early education at John L. Young's Educational Institution, Adelaide. On leaving school he spent some years at Wallaroo, subsequently entering the service of Messrs. Parr & Luxmoore, at that time prominent Adelaide auctioneers, etc. He afterwards went to Brisbane, and entered the office of Messrs. Bright Brothers and Company, merchants. He returned to Adelaide about 1873, and was with Messrs. Verco Brothers, millers, of Adelaide (the old Crown mills), and afterwards with Messrs. Barnard & Chambers, auctioneers, etc., Adelaide, in the capacity of accountant. For a great number of years he was with the firm of Messrs. Johnston & Furniss, well-known Adelaide wine and spirit merchants, as head accountant. He also occupied a similar position with Messrs. John Colton & Co., the big hardware merchants of Adelaide, and with the late Hon. Charles Mann & Thornton, a leading firm of solicitors in Adelaide. About twenty years ago he started on his own account as accountant and auditor, in Adelaide. He was Auditor for the Glenelg Corporation for some years, as also for the Norwood Corporation, for which he still acts. Also the East Torrens County Board of Health engages him as auditor, and since its inception Mr. Sholl has been Hon. Secretary of the South Australian Society of Accountants, Incorporated, and still retains the post, being much esteemed by its members.

JOHN CRESWELL, secretary of companies, Waymouth Street, Adelaide. This gentleman, who is so widely known and respected throughout the Commonwealth, was born at Woodville, South Australia, on December 8, 1858, and is a son of the late John T. Creswell, an early pioneer, and one of Port Adelaide's prominent identities. He was educated at St. Peter's College, and, as a youth, entered the office of the late F. S. C. Driffeld, secretary

of companies. On the death of that gentleman in 1889, Mr. Creswell succeeded to the business and the various positions pertaining to it. Mr. Creswell has occupied the position of Secretary of the South Australian Cricketing Association since 1883. He was one of the founders of the South Australian Football Association in 1876, acting as Secretary for some years. He also represented South Australia as a player in Intercolonial football matches. He is Secretary of the Royal Agricultural and Horticultural Society of South Australia; Secretary of the Adelaide Chamber of Commerce, Incorporated; Secretary of the Vinegrowers' Association of South Australia; Secretary of the Eastern and African Cool Storage Company; and



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MR. JOHN CRESWELL

Adelaide Manager for the National Fire and Marine Insurance Company of New Zealand. He is also Chairman of St. Peter's Collegians' Association, and one of the Board of Governors of the College. In 1884 Mr. Creswell married Elizabeth Maria, daughter of the late Michael Kingsborough, a well-known resident of Adelaide, and has a family of one son and four daughters.

JAMES EVANS, Secretary of the South Australian Gas Company (whose head offices are in Grenfell Street, Adelaide), was born at Oldham, in the County of Lancashire, England, on October 12, 1854. On

the death of his father he with his mother left Liverpool for Australia, in the ship "Invincible," in September, 1855, and reached Melbourne on December 18, 1855, and Port Adelaide on January 1, 1856. He is the third son of the late Mr. William Evans, contractor, who constructed the tubular bridge at Conway Castle, Wales—the first tubular bridge ever erected—and who was afterwards with Messrs. Brassey and Co., of the Birkenhead Tubular Works, the large European contractors. His mother, now Mrs. Smedley, resides at College Town, near Adelaide, and is a daughter of the Rev. Henry Cheetham (a Waterloo veteran), formerly minister of the Congregational Church, High Street, Kensington. Mr. Evans entered the service of the South Australian Gas Company in June, 1868, at which time it only had works in the metropolis and at Port Adelaide. Since then the Company has made rapid strides, having extended the scope of its operations to Glenelg, Gawler, Kapunda, Strathalbyn, and Port Pirie. All the accounts of these branch works go through the head office, which entails considerable bookkeeping. In addition to the offices in Grenfell Street, the Company has showrooms at 92, King William Street, Adelaide. In 1868 the price of gas was 15s. per 1,000 ft., and it now ranges from 4s. to 6s. per 1,000 ft. Mr. Evans was appointed Secretary to the Company in August, 1877, when he was only twenty-three years of age. He has taken a great interest in the penny-in-the-slot meters, and, having learned of the success of the system elsewhere, it was introduced in Adelaide in March, 1903, with most gratifying results, the Company now having over 3,000 accounts under this head, and adding to them every week. The Company installs meters, pipes, lighting burners, and small cookers in tenements free of charge, and the innovation has not only contributed to the comfort and convenience of householders, but it has proved an incalculable boon to families of moderate means. Music, tennis, and Freemasonry are Mr. Evans's principal pastimes. He is organist of the Congregational Church, College Park, and of the St. Peters Lodge. Mr. Evans, with Mr. W. H. Henderson as a partner, won the Veterans' Handicap Double at the tennis tournament. He is Past Senior Warden in the Grand Lodge of South Australia, a member

of the Board of General Purposes, passed all the chairs in the Royal Arch Chapter, and in the Knights Templar, and at present holds office in the Rose Croix Supreme Grand Chapter, and Provincial Priory of South and Western Australia. In March, 1879, Mr. Evans married a



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MR. JAMES EVANS.

daughter of Mr. J. M. Stacy, formerly a boot importer, of Rundle Street, Adelaide, and has two daughters.

FRANK HERBERT MOORE WOOLLEY, Secretary of the Queensland Investment and Land Mortgage Company, Limited, Victoria Square West, was born in Kent, England, on May 14, 1861. He was educated in his native country, and subsequently received a legal and commercial training in London, Melbourne, and Adelaide, which has since proved of great value to him. In London he had experience with firms respectively of tea-merchants, solicitors, and iron merchants. In 1878 Mr. Woolley proceeded to Victoria, where he gained experience with the Mutual Assurance Society of Victoria, Limited, and twelve months later proceeded to Adelaide to assist in establishing a local branch of that institution, since merged into the National Mutual Life Association. In January, 1880, he joined the Australian Mutual Provident staff, but in April, 1881, failing health caused him to relinquish city life for a time. For over two years Mr.

Woolley was engaged in survey work, principally on the West Coast. In September, 1883, he joined, as accountant, the Queensland Investment and Land Mortgage Company, Limited, a London institution, with its principal Australian branch in Brisbane, Queensland. It was formerly a financial company of prominence in this State, and controlled extensive pastoral properties, among which may be mentioned Nalang Station (still its property) of over 30,000 acres, near Bordertown. Other large holdings in various parts of South Australia are under the direction of Mr. Woolley's Company, so it will be seen that his position is one of some importance, and one which he most capably fills. In February, 1891, he was appointed Acting-Manager, and in May, 1892,



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MR. F. H. M. WOOLLEY.

Secretary. The estimate of his ability by his Directors is best indicated by the fact that he was, for six months, in 1903, in charge of the Queensland branch during the absence of the manager there. Mr. Woolley is a member of the Council, and of the Lands and Parliamentary Committee, of the Pastoralists' Association of South Australia and West Darling, a local Director of the Sun Insurance Office, and a member of the Albert Lodge, M.U.O.O.F. He is an enthusiastic chessplayer, and was a member of the Metropolitan Chess Club, and has played in interstate fixtures. Mr. Woolley is also much interested in musical matters, has been a Church choir member and a member

of the Adelaide Orpheus Society for many years, and has been a committeeman and chairman of the latter. He was married in Adelaide in 1893 to a daughter of the late Mr. Nicholas Player, of Angaston, and has a family of two sons and two daughters. He resides at "Ida Villa," First Avenue, East Adelaide.

EDWARD BRUCE, secretary of companies and investors' trustee. The subject under review is associated in the commercial progress of South Australia, and apart from his position as Secretary of the South Australian Land Mortgage and Agency Company, whose offices are situated at Nos. 1 and 2, Mercantile Chambers, Victoria Square East, Adelaide, figures as a close observer and student of legitimate investments for capitalists. His training from the earliest period of his entrance into business was a sound one. He is a native of the State, having been born in Kapunda in 1871, and is the eldest son of the late Mr. John Albert Bruce, who was in his lifetime a well-known and highly esteemed Government analytical chemist. The education of Mr. Bruce, junior, was acquired at the Norwood Public School. Shortly after leaving that institution he entered the service of Elder, Smith,



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MR. EDWARD BRUCE.

and Co., and in the seven years he spent with that firm made excellent use of the opportunities of learning a great deal that conduced to his subsequent success as a business

man, though, as a youth, in the office of his uncle, the present Mayor of Adelaide (1907), Mr. Theodore Bruce, he got his primary knowledge of the methods of book-keeping and accountancy. With Elder, Smith, & Co. he had a varied experience, first at Broken Hill, then at Port Augusta, and afterwards back again to Broken Hill. He afterwards became an active sharebroker on his own account at Kalgoorlie, W.A. He was here successful, and his personality in the small community soon asserted itself, and made him prominent amongst those who assisted in the development of the now famous gold-fields. In conjunction with a few others he was instrumental in founding the Kalgoorlie Stock Exchange. Two years were spent in the West, and then Mr. Bruce returned to Adelaide, and became Secretary to the Adelaide Wine Company, which position he filled for about three years. When he relinquished this it was to take the appointment of Secretary to the S.A. Land Mortgage and Agency Co., which he still retains. This is a London company, but has local Directors, in the persons of Messrs. G. Dutton Green and W. Herbert Phillipps. Mr. Bruce is also an investment broker in his private capacity, and is one of the few in South Australia who make a speciality of that important business. He is recognized as a man of keen insight in general investments, and his advice and assistance are extensively availed of in this direction. Part of his responsible duties is to report on investment stocks for his clients, and make minute and expert analysis of companies' balance-sheets. He has considerable dealings in the purchase and sale of banking, financial, and trading companies' shares, as well as bonds, debentures, and Government securities. The monthly circular published and circulated free of cost, entitled "The Investment Stock and Share List," under the auspices and direction of Mr. Bruce, is an invaluable authority on the momentous matters with which it deals, containing as it does the particulars of current investments, and summarizing industrial and banking companies' balance-sheets in a clear and intelligible manner. Its brevity, the straightforwardness of its views, and, above all, its reliability, obtain for it deserved appreciation in and out of South Australia. A de-

tailed list of investment stocks in each issue is unique in publications of its class. Mr. Bruce is a member of the South Australian Royal Agricultural and Horticultural Society, the South Australian Commercial Travellers' Club, and the Adelaide Glee Club. He resides at Molesworth Street, North Adelaide.

HAROLD REGINALD FULLER, secretary of companies, accountant and auditor, 26, Daven-



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MR. HAROLD REGINALD FULLER.

port Chambers, Currie Street, Adelaide, is a native of the State, having been born in Adelaide on February 6, 1876. He is the youngest son of the late Mr. Henry Robert Fuller. Mr. H. R. Fuller received his scholastic training at Prince Alfred College, and at the close of his college course entered the office of Nankivell & Co., of Adelaide, as a junior, remaining there for four years. Owing to ill-health he relinquished the position, and spent some time on one of his father's stations, subsequently joining the firm of John Hill & Co., the well-known South Australian mail contractors. In 1905 he entered into business on his own account as secretary of companies, accountant, and auditor, and has carried on with considerable success ever since. Mr. Fuller is Secretary for Greene's Freehold Gold-Mining Company (No Liability), Sago Hill Hydraulic Sluicing Syndicate (Victoria), the Waukeroo Victory Company (N.S.W.), the Edgerton and Gordon Consoli-

dated Gold Mines Company (Victoria), and the South Australian Asbestos Company. His accountancy practice is chiefly commercial and private. Mr. Fuller is interested in tennis, and in the past has been an enthusiastic cyclist. He was Hon. Secretary of the Norwood Bicycle Club for some years, and is still connected with it. Driving a four-in-hand is also a favourite pastime with him, and he may be frequently seen manipulating a team amid the picturesque surroundings of Adelaide and other places. He is a sidesman of Holy Trinity Church, and also acts as its auditor. Mr. Fuller married, in Adelaide, the youngest daughter of Dr. Hayes Norman, the well-known dentist of Adelaide.

CARL WILBERTH, accountant, agent, and secretary of companies. Davenport Chambers, Adelaide. Though the subject of this memoir was born in Germany in 1839, and received his scholastic and primary commercial education in his native country, he has played no small part in the business growth of South Australia, where he arrived in 1862 in the sailing vessel "Agincourt," the journey to Adelaide occupying something like four months. At the time of Mr. Wilberth's departure from Germany that country was experi-



Hammer & Co., Adelaide.

MR. CARL WILBERTH.

encing troublesome times in its domestic affairs, and international complications loomed threateningly, which served to hasten his decision to seek fresh fields, and having rela-

tives who had previously settled in South Australia and were prospering, he joined them. He was soon in harness in a general store at Tanunda, where, later, he had also useful experience in auctioneering business. Afterwards, in the branch of the Bank of South Australia at Tanunda he acted as accountant, and when he relinquished this service, entered into business on his own account as a land and commission agent in that town, and carried on there for about twelve years with gratifying success. In the year 1882 he was able to visit Germany, and spent four years in the Fatherland. At the end of his visit he returned to Adelaide, and has since carried on business as an accountant, estate agent, and secretary of companies, as well as representative of several large Continental houses. Since 1890 Mr. Wilberth has been entrusted with the Secretaryship of the Metropolitan Brick Company, and amongst other concerns which he engineers in a similar capacity is the Adelaide Arcade Company. He will be remembered as an enterprising investor and promoter in regard to the mining industry of South Australia, and as a member of the Tanunda District Council his name will long be familiar in that district. In days gone by the capital city had in its community many sturdy colonists



Hammer & Co., Adelaide.

MR. CARL WILBERTH, JUN.

of German descent, and in the German Club which at that time existed the name of Carl Wilberth was always most prominent. In 1876 he was appointed a Justice of the

Peace. His marriage to Miss Hedwig Fischer, of Sangerhausen, Germany, was celebrated in Kapunda in 1866, and he has a family of one son and two daughters. He resides at Unley Park. Associated with him in his business is CARL WILBERTH, Junior, born at Tanunda in 1869, where he received his education, after which he proceeded to Germany, and finished at the Brunswick College. He returned to Adelaide in 1886, and has been an able assistant to his father since. He has an extensive auditing and accountancy practice, and is an Associate of the Institute of Accountants of S.A. He is a Warden of the St. Augustine's Anglican Church, Unley, and a member of the South Australian Church of England Synod, and of the Standing Committee. Mr. Wilberth, Junior, who resides at Malvern, married, in 1896, Mabel, daughter of the late Edwin Martin, of the Civil Service.

ARTHUR BURNELL, accountant, and secretary of building societies. Mr. Burnell, though born in Castlemaine, Victoria, in 1857, came early to South Australia with his parents, his father and his grandfather being very well known in their days in the wool trade here, managers, as they were, one after the other, to the big firm of Peacock & Son, a very prominent concern in that business then. The gentleman under review received his education at the late Mr. R. C. Mitton's school in Stevens Place, Adelaide, and, when leaving, had a great partiality towards following the profession of a civil engineer; but this was not to be gratified, for we find he drifted into the wool trade, and eventually became of great assistance to his father, who had by this time started business on his own account. When, owing to a succession of bad seasons, Mr. Burnell, sen., had perforce to collapse under the heavy strain of big losses on his transactions, the son fell back on a profession in which, since quite a lad, he had taken a deep and intelligent interest, that of the conduct of building societies. Even when employed at other work by day, he managed to secure evening work at attending to building society accounts, and studying methods for improving the current systems. So devoted an allegiance to an increasingly popular and beneficial institution as a society of the

kind is recognized to be soon drew the attention of investors and others interested to his rare abilities, and it came about that he was offered, and accepted, a secretaryship to a society that had just been formed. He has now become an expert in building society matters, and at



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MR. ARTHUR BURNELL.

present holds the responsible position of Secretary to the Co-operative Building Society of South Australia, and the West Torrens Starr-Bowkett Building Society. The first-named, though established only since the latter end of the last century, has grown tremendously under the guidance of its chief executive officer and his Directors. It was really the outcome of the Starr-Bowkett Building Society; but the co-operative, which is a permanent system, has done away, fortunately for the artisan and middle classes, to which it affords so much assistance, with many of the disadvantages of the Bowkett methods. Mr. Burnell's offices, from which these two Societies mentioned are controlled, are situated in Towers Court, Victoria Square, Adelaide, where also, under the direction of Mr. Burnell, is the chief South Australian office of the Independent Order of Foresters, the well-known Canadian Life Assurance Office. The men's Bible Class in connection with the Southwark Baptist Church is led by Mr. Burnell, who married, in Adelaide in 1878, Sarah A., third daughter of Mr. William Norman of Woodville, but late of Salisbury, where he was for

many years the leading miller. The family consists of four sons and three daughters, and their home is "Llangawirra," Hindmarsh.

WALTER EDWARD ROBERT BAILEY was born at Adelaide in 1874, and is the eldest son of Mr. J. C. Bailey, of Unley Road, Unley. He was educated in his native place, and at thirteen years of age entered the office of Mr. J. C. Sando, mining agent and secretary of companies, Adelaide, and progressed so rapidly that in a couple of years he was competent to prepare balance-sheets of some of the mining companies managed from the office. When the firm was subsequently carried on under the title of W. R. and J. C. Sando, the former partner became the Secretary of the Adelaide First Starr-Bowkett Building Society, the only one then established, and consequently Mr. Bailey's duties were extended in this direction, enabling him to secure a good training in building society work and methods, and he took a leading hand in the compilation of the first balance-sheet issued by the Society. In 1902 he took up the position of Secretary to the City Starr-Bowkett Society, No. 19. Then, on Mr. W. R. Sando leaving for Western Australia in the same year, the Secretaryship of the Adelaide First Starr-Bowkett Building Society, and filled a similar position in regard to the Metropolitan Starr-Bowkett Society, No. 12. Mr. Bailey still retains the positions relating to these societies, and conducts them from offices in Citizens' Buildings, King William Street. The Society first-named was established in March, 1892, the second in January, 1894, and the last in October, 1895. Under the system by which these institutions are carried on, money is advanced to members only through the ballot, and absolutely without the charge of any interest. The Societies do not borrow, the necessary capital being provided by mutual regular subscriptions from the members, which are comprised chiefly of artisans, mechanics, and workers generally, who are assisted

to build, advances being made progressive with the construction of the home, etc. If a member has been previously labouring under the encumbrance of a mortgage bearing heavy interest, the Society is for the purpose of assisting to discharge that mortgage. Some idea of the soundness of the operations of the combined societies may be gathered from the fact that up to the time of writing (1906) the amount balloted for had reached £68,500, of which sum £64,750 had been advanced on 235 securities. Although £3,000 was advanced by the original society during 1905, the outstanding loans in January, 1906, were only £200



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MR. W. E. R. BAILEY.

more than shown in the previous year's balance-sheet. For the year ending September, 1905, the credit standing to profit and loss account in connection with the Metropolitan Starr-Bowkett Society had increased to £776. In short, the recent balance-sheets and accompanying statements of the affairs of Mr. Bailey's three secretaryships indicate progress and prosperity. Mr. Bailey combines auditing and an estate agency business with his other duties, and is concerned in the management of some mining companies. He was, at the

age of twenty-one, Past Chief Ranger of Court Hyde Park (6593), Ancient Order of Foresters. In 1900 he married Susan Emma, daughter of the late Mr. Henry Vile, of South Australia, and has a family of two sons. He resides at Beulah Road, Norwood.

FREDERICK PASSMORE HOSKING, accountant, auditor, and general commission agent, Royal Exchange, Adelaide, was born in Adelaide in 1867, and educated at the Grote Street Model School under the head mastership of Colonel Madley, now Chief Inspector of Police in South Australia, and afterwards under Inspector Alexander Clark. When he left school Mr. Hosking entered the accountants' branch of the South Australian G.P.O., and in the five years there spent obtained a grounding for the vocation which he subsequently elected to follow. Relinquishing this service, he entered that of the National Bank of Australasia, first as a clerk in the Adelaide office, and during ten years of service acquired much useful practical experience in accountancy and methods of finance. Nine years of his life were then spent with Crompton & Son, hide and skin dealers, of Adelaide, so that at the end of that term, in 1904, he was in a position to launch out on his own account as an accountant, auditor, and general commission agent. Though comparatively a young man, Mr. Hosking's services are frequently sought by commercial houses in establishing up-to-date methods of book-keeping, at which he is an adept. His business compels his almost individual and close attention, and he finds but little time to devote to matters outside it, with the single exception of the progress of Methodism in South Australia, with which he has been, and still is, closely associated. He was married in Adelaide in 1895, to Jerusha, daughter of Mr. William Phillips, of Wallaroo, a very old identity of forty years' standing, and a past Mayor of the town. His residence is "Givernays," North Croydon.

Commerce and Industry.

THE CHAMBER OF COMMERCE.

The Adelaide Chamber of Commerce is a strong and active organization, and, though non-political in its basis, exercises great influence on the management of public affairs. All the leading companies and firms doing business in South Australia are represented on its roll of membership, which numbers 133 names. The general management is entrusted to a General Committee, consisting of the President, the Vice-President, and eighteen other members. This Committee is strengthened by a provision that the Committee has power to add to its number the President, Chairman, or nominee of any Society, Association, or organized body which is in membership with the Chamber. There are, therefore, on the General Committee representatives of the Commercial Travellers and Warehousemen's Association, the Institute of Accountants, the Marine Underwriters' Association, the Adelaide Stock Exchange, and the Importers and Agents' Association. There is also a Corn-trade Sectional Committee and a Mining Committee, the Chairmen of which are *ex-officio* members of the General Committee. Sub-committees are appointed to deal with Cable and Finance, Shipping and Insurance, and general matters, with each of which the President is associated. The Constitution, therefore, provides for every department of commerce, and the interests with which it is allied, being adequately represented.

The Chamber was founded in 1840, during the administration of Governor Gawler, had a troubled existence for two or three years, and then, in the general dislocation of affairs which accompanied the changes of policy, relapsed into inactivity. It was revived in 1850, and has maintained a vigorous existence ever since. The following list of Chairmen and Presidents indicates the high average of talent that has been engaged in the service of the country through the Chamber, and also the variety of interests that have been represented by its chief officials. It may be noted that while second elections have not been infrequent, they have usually occurred at an interval of several years, the probable explanation being that the due discharge of such important duties involved an absorption of time which few business men could spare for any lengthened period:—

1840 ...	Hack, J. B.	1854 ...	Scott, A.
1841 ...	Hack, J. B.	1855 ...	Elder, George
1842 ...	Morphett, John	1856 ...	Young, George
1843-1850	Chamber inactive	1857 ...	Hall, George
1850-1 ...	Baker, John	1857-8 ...	Blyth, Arthur
1852 ...	Elder, George		Tomkinson, S.
1853 ...	Younghusband, William	1858-9 ...	Henriques, M. B. Young, Geo.

1860 ...	Smith, R. Barr	1884-5 ...	Colton, J. W.
1860-1 ...	Watts, Alfred	1885-6 ...	Muecke, H. C. E.
1861-2 ...	Acraman, John	1886-7 ...	Formby, John
1862-3 ...	Graves, Thomas	1887-8 ...	Meeks, A. W.
1863-4 ...	Brind, W. J.	1888-9 ...	Phillipps, W. Herbert
1864-5 ...	Young, George		
1865-6 ...	Acraman, John	1889-1890	Lawrence, L. P.
1866-7 ...	Clark, John Howard	1890-1 ...	Strachan, Roland
		1891-2 ...	Darling, John
1867-8 ...	Bartlett, George Smith, James	1892-3 ...	Harrold, A. L.
		1893-4 ...	Murray, David
1868-9 ...	Kay, William	1894-5 ...	Bickford, William
1869-1870	Magarey, W. J.	1895-6 ...	Jessop, L. A.
1870-1 ...	Clark, A. S.	1896-7 ...	Gordon, John
1871-2 ...	Clark, A. S.	1897-8 ...	Jessop, L. A.
1872-3 ...	Charnock, W. H.	1898-9 ...	Davey, Arnold E.
1873-4 ...	Longbottom, W.	1899-1900	Darling, John
1874-5 ...	Smith, R. Barr	1900-1 ...	Gartrell, James
1875-6 ...	Murray, David	1901-2 ...	Jacobs, S. J.
1876-7 ...	Formby, John	1902-3 ...	Jacobs, S. J.
1877-8 ...	Scott, Henry	1903-4 ...	Phillipps, W. Herbert
1878-9 ...	Tomkinson, S.		
1879-1880	Tomkinson, S.	1904-5 ...	Cooper, G. W.
1880-1 ...	Acraman, John	1905-6 ...	Gartrell, James
1881-2 ...	Currie, John	1906-7 ...	Thomas, R. K.
1882-3 ...	Boothby, George	1907-8 ...	Cheadle, A. S.
1883-4 ...	Glyde, S. D.		

Within a very short period of its resuscitation in 1850 the Chamber of Commerce found urgent need for its efforts, and the action it took was largely instrumental in averting disaster. The wholesale exodus to the goldfields of Victoria in 1851 denuded the city of its population and depleted it of its coin, bringing production and trade almost to a standstill. While the rush continued nearly all the policemen resigned, and but for the intervention of the Chamber of Commerce the letter-carriers would have been dismissed. Thirteen Government officials sent in their resignations in one week, and seventeen in another. It was estimated that £150,000 was taken away in cash by the emigrants to pay for their passages and outfits. Various plans were suggested, and the Chamber of Commerce memorialized the Governor, Sir H. E. F. Young, to legalize the assay of gold so as to make stamped bullion a legal tender. It is not wonderful that His Excellency hesitated to adopt a course of action which would have set aside the currency laws of the Empire and imperilled his position, but the case was urgent. The Chamber sent a second memorial, and this time the plan suggested was so complete and practicable that the Legislative Council was summoned, and the Bullion Act passed through all its stages in a single day. The satisfactory result is a matter of history.

No such crisis has arisen since that time, but in innumerable instances the Chamber of Commerce, by timely suggestion or remonstrance, has been able to influence the course of its events. It has continued to exercise a wise vigilance over a wide range of interests

and has been eminently successful in safeguarding the public welfare, prompting useful action and averting what would have had prejudicial effects. The breadth of its outlook is suggested by a reference in the latest report to subjects dealt with during the year, including toll telephones, Trades Marks Act, Preferential Trade, Navigation Conference, Abattoirs Bill, Australian Industries Preservation Act, bills of lading, Customs information, France British Exhibition, marine surveyors, registration of firms, publication of statistics, private letter-boxes, the Northern Territory, reciprocal treaty with South Africa, departure of the Melbourne express, and Commerce Act regulations.

Comprehensiveness of view does not in this instance indicate superficial consideration of details. The contrary is proved by the Annual Report, which is not merely a dry record of Committee-meetings and formal business, but a thoroughly interesting and extremely useful publication. The element of living interest is supplied for the general reader by the President's addresses at the half-yearly and annual meetings, in which current topics are discussed with the care and thoughtfulness that are imposed by a sense of the responsibility which must be attached to such official utterances. Beside this the reports of proceedings in the several departments necessarily touch questions that are, in some cases, not only provincial but inter-State and even national in their character. Of late years, moreover, there has been visible among the members a growing consciousness that the Chamber is not merely an arena

for academic discussions, but an agency for practical work, and in consequence a manifestly larger measure of enthusiasm has been developed which has given a distinct tone to the proceedings. This aspect of the Report, however, by no means exhausts its claim to be considered of public value. It gives a list of the members, with their several occupations, addresses, the name of the various partners, the telephone number, and their cable and code addresses; so that people at the other end of the world, in taking up the report, and wishing to communicate with a firm, at once see what code-word has to be used. In addition, the report contains statistics of the State, giving the production of wheat, the average rainfall for the State, imports and exports in detail, staple exports, a silver table, a statement of the public debt, expenditure of loan moneys, the revenue and expenditure, public land transactions, general statistics, live-stock statistics, shipping statistics, details of railway management, vital statistics, the market prices for the past forty years of English and Adelaide wheat, wool, and copper, the commercial charges adopted by the Chamber, together with the wharfage, shipping, and bondage charges at Port Adelaide, etc., etc. The publication, in fact, serves as an exceedingly convenient handbook for persons who are interested in the producing and mercantile operations of the State. Its production is highly creditable to the energetic and popular Secretary, Mr. John Creswell, who has held that position for many years, and to whom the success of the Chamber of Commerce is largely attributable.

ELDER, SMITH, & CO., LIMITED, Currie Street, Adelaide. The name of Elder, Smith, & Co. is familiar as a household word, not only throughout Australasia, but also in British commercial circles, where it has become synonymous with all the best and highest features of mercantile enterprise and progress. The history of the firm is largely a reflex of that of the State in which it occupies such a deservedly honoured position, having been established by Mr. Alexander Lang Elder within four years of the commencement of the work of South Australian colonization. He was a native of Kirkcaldy, Scotland, and when about twenty-four years of age arrived in Adelaide, being largely influenced in so doing by the earnest representations of those engaged in the attempt to divert a portion of the ever-increasing tide of British and other emigration to a country possessing so many chances for those desirous of bettering their condition. Adelaide at the time when Mr. Elder made it his place of

residence was little more than a village settlement, the dwellings being mostly of timber, and of exceedingly plain construction, very different from the many beautiful and commodious present-day structures which ornament the "garden-city." This was in 1839, and Mr. Elder, like the founders of numerous other large commercial establishments in the Commonwealth, commenced operations on a somewhat unpretentious scale, the pastoral industry being then in its infancy. He arranged, either as purchaser or as agent, for shipping all available supplies of locally-produced wool to the London market, and also acted as indent agent for various South Australian houses. Under Mr. Elder's able management the business increased so rapidly that in 1853 he was enabled to return to the old country, where he became head of the London firm of A. L. Elder & Co., practically the European branch of the Adelaide house, which he had left in charge of thoroughly competent and trustworthy managers. In 1854 Mr.

Elder's brother Thomas, who was three years his junior, arrived in the South Australian metropolis, and joined the firm, of which, on the final retirement of Mr. A. L. Elder, he became the head, retaining that position until his death a few years ago. Under his management, associated with that of Mr. R. Barr Smith, who had entered into partnership with him in 1855, the name of the firm being altered to that of Elder, Smith, and Co., the work of business development steadily progressed. Mr. R. Barr Smith had arrived in Australia in the same year as Mr. Thomas Elder, but had proceeded to Melbourne, where he was for a few months a partner in the firm of Hamilton, Smith, & Co., subsequently relinquishing that position in order to join the Adelaide house of which his future brother-in-law, Mr. Thomas Elder, was the controlling spirit. The public spirit and private enterprise of the senior partner of the firm enabled him to become one of the very foremost of South Australian colonists. Without question

its leading pastoralist and its greatest patron and promoter of exploration, he was also one of the most munificent contributors to its institutions, and supporter of its field sports. The honour of knighthood was conferred upon him in recognition of his distinguished services to the community, and that token of the Royal approval was never more worthily bestowed. This incidental reference to the position that was taken by Sir Thomas Elder among his fellow-colonists explains in some measure the phenomenal growth and

industry, until it became one of the largest and most influential business concerns in Australasia. As in many other cases, the magnitude of the interests involved ultimately led to the transformation of the firm into a limited liability company, which retained the widely-known designation as its title. Since then the upward career has continued unchecked. Elder, Smith, & Co., Limited, holds a high place in the wool trade of the world. The importance of its transactions is at least hinted at by the fact that its opening wool sale in last

the Elder Line of sailing vessels also. Elder, Smith, & Co., Ltd., is Lloyd's agent in South Australia, and agent for the Liverpool Underwriters' Association. The department devoted to general merchandise, imports, and exports corresponds in importance with the others, and the company acts as agent for firms of world-wide repute in London, Glasgow, Edinburgh, Sheffield, Berlin, Frankfurt, and New York. For the conduct of this huge concern branches have been established at Port Adelaide and several of the more important outports, such as Port Augusta, Port Pirie, Wallaroo, and Kingston. Branches have also been opened at most of the large inland towns, including Kapunda, Burra, Jamestown, Gladstone, Snowtown, Balaklava, Kadina, Bordertown, Millicent, and Mount Gambier, and at Broken Hill, in New South Wales. The London office is at Portland House, Basinghall Street, E.C.



Photo by H. Kriehock.

ELDER, SMITH, & CO.'S PREMISES, CURRIE STREET, ADELAIDE.

expansion of the firm. Under his management and that of his sagacious and energetic partner, Mr. R. Barr Smith, one department after another was incorporated into the business, and while the objects with which it was interested increased, the range of its operations became widened, branch establishments and agencies being opened as required. It grew with the growth of South Australia, sharing in the prosperity of mining, mercantile, and other pursuits, as well as in its pastoral

year's series was the record sale up to that time. In addition to its large connection as wool and produce brokers and live-stock salesmen, the firm does the business of banking and financial agency for a wide circle of *clientèle*. Its relation with shipping and insurance has never ceased, and at present the firm holds the Adelaide agency for seven distinct lines of steamers, including the P. and O. Steam Navigation Co., Shaw, Savill, & Albion Co., and the Australian Steam Shipping Co., and for

PETER WAITE, Chairman of Elder, Smith, & Co., Limited, was born in 1834, near the town of Kirkcaldy, Fifeshire, Scotland, where, also, he received his education. At the close of his schooldays he became apprenticed for five years to the ironmongery business, and in this calling, or that of general ironworking, he was engaged in Edinburgh and Aberdeen altogether for nine years. When twenty-five years of age he emigrated to South Australia, arriving in Melbourne during 1859, by the sailing vessel "The British Trident." He immediately proceeded to Pandappa, a station to the east of Terowie, and joined his brother, who was engaged in sheep-farming in that district. It was there that Mr. Peter Waite obtained his first insight into the conditions under which pastoral pursuits are carried on in this country, and obtained the experience which contributed to his success. At a later period, in conjunction with Sir Thomas Elder, he purchased the Paratoo Run, adjoining Pandappa, through which the Broken Hill railway now passes, and, the two runs being amalgamated, they were managed under Mr. Waite's supervision, until, as a result of the large resumptions of pastoral country which took place in 1880, and the sale of the 1888 leases, the holding was broken up. The partners then transferred their interests to the Mu-

tooroo, Mulyungarie, and Lilydale Stations, still farther afield; and upon Sir Thomas Elder's death, in 1897, the firm of Elder & Waite was formed into the Mutooroo Pastoral Company, Limited, which still carries on the runs referred to, with Mr. Waite as managing director.



Hammer & Co., Adelaide.
MR. PETER WAITE.

He holds a similar position with regard to the Beltana Pastoral Company, Limited, and the Momba Pastoral Company, Limited, the latter of which is registered in South Australia, though its territory lies in New South Wales, its largest shareholders being resident in this State. He has been Chairman of the great concern known as Elder, Smith, & Co., Limited, ever since it was formed into a company, and throughout Australia is well known as one of the most prominent pastoralists and business men, and he is frequently called upon as a member of the Council of the Pastoralists' Association of South Australia and West Darling to visit other States and advise and confer on matters of general concern to those who are engaged in this important industry. Mr. Waite resided on the stations with which he was associated from 1859 to 1874, when he transferred his headquarters to Adelaide, and has continued his supervision from the city ever since, the personal inspection of the properties having, during the past few years, devolved upon his son David. Besides the engagements already mentioned, Mr. Waite is a Director of the British Broken Hill Mining Company, of the Commercial Union Assurance Com-

pany, and of the South Australian Woollen Company. He married, in 1864, Matilda, daughter of the late Mr. James Methuen, of Leith, Scotland, and has two sons and three daughters. His beautiful residence at the foot of the hills, near Glen Osmond, is appropriately named "Urrbrae."

JAMES HARVEY, J.P., who occupies a prominent place in the South Australian financial and commercial world, is of Scottish descent. He was born in the City of Aberdeen, Scotland, in 1837, and at the age of eighteen was induced to seek his fortune in Australia, proceeding in the first instance to Victoria, where he spent about nine years. During the first part of this time he



Hammer & Co., Adelaide.
MR. JAMES HARVEY.

was engaged in banking, but afterwards entered the Government service. About the year 1864 Mr. Harvey removed to Adelaide, and received appointments as secretary to several mining companies. He retained these positions for 18 months, when he was engaged as Superintendent of the smelting works at Wallaroo. In this capacity he was necessarily brought into close contact with business affairs, in which Sir Walter W. Hughes was largely interested, and in 1872 he removed to Adelaide to represent that gentleman as his attorney. This relation continued until the death of Sir Walter, in 1888, since which time Mr. Harvey has been a trustee of the estate. Mr. Harvey has not

taken a prominent part in civic or political affairs, but is a Justice of the Peace, and his name is well-known in commercial circles. He is a Director of Elder, Smith, & Co., Limited, the Adelaide Steamship Company, the Wallaroo and Moonta Mining Company, the Bank of Adelaide, the Commercial Union Assurance Company, and a number of other companies. In 1884 Mr. Harvey was married to a daughter of the late Mr. John Henry Roe, his wife being a grand-daughter of the late Rev. Robert Haining. His city residence is at Wellington Square, North Adelaide.

ALFRED STEP CHAPMAN, joint manager with Mr. Walter Reynell of the firm of Elder, Smith, and Co., Limited, one of the largest and best of South Australia's commercial enterprises, was born on April 4, 1842. He is the only son of the late Mr. Samuel Chapman, who arrived in South Australia on the survey staff by the "Cygnets," in 1836. Mr. A. S. Chapman received his scholastic teaching from the late Messrs. John Martin and Francis H. Haire. Leaving school in 1856 he entered the office of Elder, Stirling, & Co. (now Elder, Smith, & Co., Limited), and in October, 1906, the jubilee of his connection with that firm was commemorated in the form



Hammer & Co., Adelaide.
MR. ALFRED STEP CHAPMAN.

of a dinner tendered him by the directors and staff of the institution at the South Australian Hotel. Mr. Peter Waite, Chairman of Directors, presided over a large attendance,

and in the course of his remarks mentioned the receipt of cablegrams from Europe and telegrams from all the States of the Commonwealth conveying messages of congratulation to their guest on having completed his fiftieth year in the firm's service, and wishing him continued health and prosperity. Mr. Chapman married in Adelaide, and has five sons and two daughters surviving; of the former, two are in prominent commercial positions in Adelaide, two are "on the land," fruit-growing and farming, and the other is the assayer of the School of Mines and Industries. The family residence is at Dequetteville Terrace, Kent Town.

WALTER REYNELL, manager of the firm of Elder, Smith, & Co., of Adelaide, is a son of the late Mr. John Reynell. The latter gentleman settled in South Australia in 1838 at a spot fourteen miles south of Adelaide, and there planted the first vineyards in this State. The village of Reynella, which was laid out in 1853, is situated in the centre of the property, and took the name from the estate of Mr. Reynell. Mr. Walter Reynell was born on March 27, 1846, and was sent to St. Peter's College for his scholastic training. After leaving College he assisted his father in developing the Reynella vineyards, which have been gradually extended up to the present day. When he had attained the age of twenty-one he spent two years in the employ of the late Sir Thomas Elder, on the Beltana Station. Having gained a good insight into pastoral pursuits, and more especially the breeding, rearing, and care of stock, he took advantage of an appointment that was given him of three years' commercial experience. Then for seventeen years he conducted a land-agency business, and the knowledge he acquired during this period has since proved of the very greatest value to him, because, combined with the fact of his having been a farmer, grazier, and vigneron, the travelling over the State necessitated by these occupations has provided him with a very intimate knowledge of the different parts of the country and the proper values of the various holdings. In 1883 Mr. Reynell joined the firm of Elder, Smith, & Co., Limited, and now, as joint manager, he supervises the stock business of the firm and its numerous branches. He is obliged to travel over the State largely in

the capacity of valuer of freeholds and leaseholds, Elder, Smith, & Co., Limited, doing extensive business in advances on these. In addition, he is conversant with the pastoral and agricultural districts in Queensland, Victoria, and New South Wales, and in these visits he finds real pleasure in the inspection of the various classes of stock to gratify one of his chief hobbies. When a member of the Pastoralists' Association of South Australia and West Darling, he acted as one of their delegates to the other States, and, it need hardly be said, he is very popularly known to Australian pastoralists. Mr. Reynell is a member of the committee of the Adelaide Club, and is closely associated with the Polo and Hunt Clubs respectively. He was married at Adelaide, in 1877, to



Hammer & Co.,

Adelaide.

MR. WALTER REYNELL.

Emily, daughter of the late Mr. William Bakewell. The issue is three daughters and two sons. The eldest son, Carew, manages the Reynella vineyards, which still remain in the family. Walter Rupert, the second son, won the Rhodes Three Years' Scholarship in 1906, and is now pursuing his studies at the Oxford University. Mr. Reynell, with his family, resides at the old home at Reynella.

The late **GEORGE WINDHAM COOPER**, who, at the time of his decease, occupied the important position of Manager of the Wool Department of Messrs. Elder, Smith, and Co., was born at Adelaide in 1857. He received his education at

Prince Alfred College and the Melbourne University, and in after years manifested great interest in the college, being a member of its committee of management, and for a considerable time President of the Old Collegians' Association. He was associated with banking for some years, and was subsequently engaged in the office of the Agent-General in London. Returning to South Australia he entered the employment of Messrs. Elder, Smith, & Co., in 1879, as a clerk, and when the wool sales began in Australia he was transferred to Elder's Wool and Produce Company. He forthwith entered upon the necessary study which qualified him for the responsible position he subsequently occupied. The technical knowledge which he rapidly acquired enabled him to become not only one of the most able wool experts in Australia, but equipped him for dealing with all matters connected with the business in his charge. He watched the wool market both in Australia and in England, and when, in 1889, Elder's Wool and Produce Company became merged in the firm of Elder, Smith, & Co., he received the appointment of manager of that department. Throughout the remainder of his career he maintained a high reputation among business men for his probity, courtesy, and straightforwardness, and in 1894 was elected President of the Adelaide Chamber of Commerce. Mr. Cooper took great interest in the Tynte Street Baptist Church, of which he was a member, and in its Sunday-school was successively scholar, Secretary, and Superintendent. Besides business visits to England, in 1902 Mr. Cooper took a holiday trip to India, was present at the Delhi Durbar, and inspected the Australasian missions in that country, with which he afterwards became identified as Vice-President and President. He was married in 1880 to Bertha, the adopted daughter of the late Mr. George Shaw, and had a family of five children.

WALTER JAMES YOUNG, Assistant Manager of Elder, Smith, and Co., Limited, Adelaide, is a native of South Australia, having been born at Moonta on April. 2, 1872. He is the second son of the late Mr. John Young of Mount Templeton, a well-known pastoralist, whose death occurred in 1900, and acquired his scholastic education at Whinham College, North Adelaide, and from

there he matriculated at the University of Adelaide. At the age of fifteen he entered the firm of Elder, Smith, & Co., where he gained an excellent commercial training, and in 1897 took a trip to England in the interests of the business, visiting also America and Japan, and has subsequently visited Europe twice on a similar mission. Mr. Young is very well known in commercial circles, both in South Australia and the neighbouring States, which he frequently visits, being interested in pastoral property in New South Wales, and a Director of Elder, Shenton, & Co., Limited, of Western Australia.

ALFRED HORSLEY CHAPMAN, auctioneer, etc. (Elder, Smith, & Co., Limited). The important duties which are entrusted to Mr. Horsley Chapman by the eminent South Australian firm with which he is connected necessarily bring him into close contact with those engaged in the wool, produce, and land business. A native of Adelaide, where he was born in 1866, Mr. Chapman was educated at Prince Alfred College, and when he left there went straight into Elder's Wool and Produce Co., Limited, which subsequently became Elder, Smith, and Co., Limited. His rise and progress has been steady, and since 1887 he has held the position of second auctioneer in the wool department of his firm. In this capacity he conducted all the skin and produce sales for some nineteen years, and during the past year has also officiated as auctioneer at the sales of land and pastoral properties entrusted to his firm. Early in 1906 the manager of the wool department (Mr. George Windham Cooper) died, and his place was taken by Mr. Chapman, in connection with the internal working of the department. The operations of the firm of Elder, Smith, & Co., Limited, as is known throughout Australasia, are extensive as sellers and commercial agents of wool, stock, and produce. As an instance, in 1906 they sold (as one of six firms selling) 52,341 bales of wool out of a total offering of 104,802 bales. This represented wool from 2,230 clients, so that it will at once be manifest that the duties of Mr. Chapman are highly responsible ones. His private residence is at Watson Avenue, Rose Park.

DALGETY & CO., LIMITED (Adelaide office, 28, Grenfell Street, Adelaide). This great business enterprise, whose name is now indissolubly associated with the history of commerce in Australia, had its rise in Melbourne about the year 1843. The moving spirit in the venture was Mr. Fred Gonnermann Dalgety, who had come to New South Wales eleven years previously as a youth of sixteen, and had rapidly risen from a position of junior clerk in the house of Messrs. Montefiore & Co. to the management of a flour company, with which his firm was connected. The vast pos-

ness in 1843. The steady and continued success of its operations right up to the present time, when "Dalgety" is a household word throughout Australia, has brilliantly justified the far-seeing eye and progressive enterprise displayed by its promoter. The obligations of such a firm in those early days when banking facilities left much to be desired, were of varied character. To sell the squatter's wool, forward supplies to the station, and act as his financial representative, were included in its duties, and orders drawn upon the firm by its clients would circulate in the "bush" in the



Photo by H. Kriechock.

DALGETY & CO.'S PREMISES, GRENFELL STREET, ADELAIDE.

sibilities of the Australian wool industry very early dawned upon a mind of keen business acumen, and close observation, united to a swiftly-increasing knowledge of the conditions of commercial life in the young country, led to the conviction that the establishment of a firm to deal with the great product on lines suggested by the young financier would be no mere experiment. Accordingly, he transferred himself to Melbourne, and in conjunction with Mr. Harry Gore, son of Mr. John Gore, of the firm of John Gore and Co., London, established the busi-

ness in 1843. The steady and continued success of its operations right up to the present time, when "Dalgety" is a household word throughout Australia, has brilliantly justified the far-seeing eye and progressive enterprise displayed by its promoter. The obligations of such a firm in those early days when banking facilities left much to be desired, were of varied character. To sell the squatter's wool, forward supplies to the station, and act as his financial representative, were included in its duties, and orders drawn upon the firm by its clients would circulate in the "bush" in the manner of banknotes at the present day. In the handling of goods and the management of financial transactions, the young firm proved its efficiency; and, a little later, in the days of the gold rush, when miners disposed of their gold-dust and nuggets to firms of recognized stability, by whom the treasure was paid for and shipped to London in settlement for goods received, Mr. Dalgety's partners were among the purchasers during his absence in England. Of these partners, in 1852, numbering three, Mr. Gore retired, and Mr. Burnett died a year later. As a

consequence, in 1854, the personnel of the firm was materially altered. After negotiations, which at first included Mr. William Jackson, of Messrs. W. Jackson & Co., London, who afterwards withdrew, Mr. Dalgety proceeded to London with Mr. Frederick A. Du Croz, and opened the London office, the two gentlemen being resident partners; while the colonial branches were grouped under the style of Dalgety, Cruickshank, & Co., trading in Melbourne under Mr. A. R. Cruickshank; Dalgety, Ibbotson, & Co., in Geelong, under Mr. Charles Ibbotson; and in Launceston, Tasmania, as Messrs. Du Croz & Co., with Mr. Gervase Bedford Du Croz as manager. Upon the death of Mr. Cruickshank, in 1857, control of the Melbourne house was placed in the able hands of Mr. James Blackwood, the Inspector of the Union Bank of Australia, which now became known as Messrs. Dalgety, Blackwood, and Co. Branches were also established in New Zealand, at Lyttelton, Christchurch, and Dunedin, which, though distinct from the parent firm, were connected with it by correspondence at all points where they had establishments. The general control of affairs in London passed into the hands of Mr. Du Croz upon the retirement of Mr. Dalgety to "Lockerly Hall," in Hampshire, which he purchased, and gave himself up to the pursuits of a country gentleman. The shares of the two partners were equalized, and the firm became Messrs. Dalgety, Du Croz, & Co. Twenty years later, in 1880, Mr. Edmund Doxat succeeded to the London management; Mr. Arthur R. Blackwood, a son of Mr. James Blackwood, was admitted as a partner in Melbourne; and a new branch was opened in Sydney for the firm by Mr. F. H. Moore, who had been associated with the house at Dunedin. For many years Mr. Dalgety maintained a warm interest in the great enterprise, and continued to act in the capacity of Chairman of Directors until his death, in 1894, when Mr. Doxat was elected to that post. In 1884 the conversion of the firm into a limited-liability company took place, and as such it has continued ever since, with steadily-increasing magnitude of operations, lean years balanced by the abundance of fat years, through all vicissitudes retaining the confidence of a huge *clientèle*, and sustaining a commercial reputation above re-

proach. The Adelaide branch was established in February, 1897, and placed under the management of Mr. Willis. Three years later this gentleman was transferred to Sydney, and Mr. van Senden took control in Adelaide. In 1905 the company acquired from Messrs. Barker Brothers their stock and station business, exclusive of the departments connected with horse-selling; and in the following year purchased the wool-, skin-, and hide-selling business of Messrs. Strachan, Cheadle, and Co., of Adelaide. The business of the Adelaide office is carried on at No. 28, Grenfell Street, Adelaide. One of the distinctive features in the general scheme of management of this enterprise is the institution of local boards of advice in the various colonial branches. These were established to meet the necessity, amongst other things, of superintending a periodic valuation of securities in properties and stock owned by the company throughout Australia, on which to base the intricate calculations involved by the wide scope of its activities. This single example of the sound and practical business methods of the firm goes far to explain its remarkable record of success, which, perhaps, cannot be more strikingly presented than by the statement that during the extremely trying period of the drought of 1897 to 1902 the Company never called on its shareholders for any assistance; the dividend, which for fourteen years was kept at the rate of 8 per cent., was reduced to 5 per cent. towards the end of the drought, but is now being restored to its former level. Taking into consideration the uncertain nature of the Australian climate, this fact alone is convincing testimony of the sound financial basis upon which it rests. Referring to the scope of its operations, in which wool may, perhaps, be classed as its most prominent feature, it may be mentioned that the total Australasian clip for the year ending June 30, 1906, amounted to 1,869,455 bales, and the quantity sold by Dalgety and Company in London and Australasia amounted to 281,612 bales, or over 15 per cent. of the whole clip. Thousands of tons of tallow are sold yearly, both at London sales and on direct orders, while hides, sheepskins, grain, and produce in immense quantities are included in the general merchandise of the firm. From the earliest inception of the frozen-meat trade the company has played

an important part, particularly in New Zealand, in the development of this industry, and that of meat-extract and preserved meats, and transactions in this department passing through the London office are rapidly increasing. The sale of stock and stations throughout Australia and New Zealand, and the various activities grouped under the head of commission business, have been greatly extended by the company during recent years. The shipping departments in the colonial branches efficiently discharge their onerous duties of handling and dispatching the produce for the sale of which the company is responsible; and in addition, Dalgety & Co. act as agents for the White Star Line of steamers, the Shaw, Savill, & Albion Co., the Messageries Maritime Company, the Phoenix Fire Assurance Co., the British and Foreign Marine Insurance Co., the Ocean Accident and Guarantee Corporation, Limited, the Japanese Royal Mail Line, and for various other mercantile and manufacturing concerns.

EDWARD WILLIS VAN SENDEN, who has for many years occupied a prominent position in connection with the wool trade of South Australia, was born in London on May 23, 1863. He received his education from a private tutor at Chiswick College. He pursued the study of wool-classing and cognate branches of the same subject at the factory of Larssonier Frères et Chesest, Guise, France. Having acquired the necessary technical knowledge and skill, he became assistant-buyer to the firm of Paul Pierrard, of Rheims and London, from 1878 to 1881. He removed to Adelaide in the latter year, arriving in September, and conducted the wool-buying business of Messrs. Elder, Smith, and Co. until 1883, when he entered into business on his own account. At the same time he settled at Walkerville, where he became a member of the congregation attending St. Andrew's Church, with which he has been connected ever since. In 1888 Mr. van Senden extended his operations to New Zealand, and attended sales in that colony as well as in Adelaide up to the season 1906-7. In 1895 he acquired the business of Messrs. John Grice & Co., Kingston, which he disposed of to Messrs. Dalgety & Co., Limited, in 1900, and at the same time became manager in South Australia for that firm.

The affairs of Mr. van Senden's extensive business connection have led him to visit England and the Continent ten times since he first came to South Australia, and the United States and Canada twice. He is a Freemason, belonging to the St. Alban's Lodge,



Hammer & Co., Adelaide.

MR. EDWARD WILLIS VAN SENDEN.

and a member of the South Australian Yacht Club. His expert knowledge of the wool business has made him a valuable member of the Council of the School of Mines and Industries, of the Committee of the Adelaide Chamber of Commerce, and of the Council of the Pastoralists' Association of South Australia and West Darling. He is a member of the Junior Athenæum Club, London, of the Adelaide Club, and of the Stock Exchange Club. His private residence is "Ravenscroft," Walkerville. Mr. van Senden married, in 1888, Edith Maude, daughter of the late John Richardson, of Adelaide, and has issue three sons and two daughters.

EDWIN VICTOR DAY, Sub-Manager of Dalgety & Company, Limited, was born at Yankalilla, South Australia, in the year 1864. He is the fifth son of the late Mr. George Fowler Day, who arrived in this State in the early days, and became associated with the grazing industry, subsequently entering the Civil Service of South Australia in the Waterworks Department. The gentleman under review received his scholastic training at Mr. Thomas Caterer's Norwood Grammar-School,

and upon its completion entered the counting-house of Messrs. G. & R. Wills & Co., Rundle Street, Adelaide, in which employ he remained for two years. He then left Adelaide, and for some time was engaged in milling, wheat-buying, and storekeeping pursuits in the Millicent district, afterwards receiving the appointment of manager of John Grice & Company's stock, station, and shipping business, the operations of which extended throughout the whole of the South-Eastern District of South Australia. Shortly after this concern was taken over by Mr. Edward W. van Senden, and Mr. Day was transferred to Adelaide for twelve months, when he again accepted the management of the South-East branches, and retained the position until 1900, when Dalgety & Company, Limited, acquired



Hammer & Co., Adelaide.

MR. EDWIN VICTOR DAY.

the business. Mr. Day was then appointed Assistant-Manager at the Adelaide office, and six years later became Sub-Manager for South Australia. Within the last five years the progressive company employing Mr. Day has opened up various departments in its new offices, and added to its connection by acquiring Messrs. Barker Brothers' stock and station business, and Messrs. Strachan, Cheadle, & Co.'s wool- and skin-selling connection. The Company has established branches in the chief towns of South Australia, and Mr. Day has thus added to his previous considerable experience an enlarged knowledge of transactions in both town and country. He married, in April, 1892, Elizabeth, adopted

daughter of Mr. C. J. Phillips, of Blackwood, and has two sons. He resides at "Karolinga," Hawker's Road, Medindie.

ALFRED STANLEY CHEADLE was born in Bradford, Yorkshire, in 1853, and educated in his native place. When leaving school, and having obtained an initiatory insight into business matters with a firm of Bradford merchants for some time, where he was also taught the manufacturing branch of the business, he proceeded across the Channel to Roubaix, France, and for two years he engaged in the wool business in its various phases, and obtained some most useful and valuable knowledge. When he returned to England, he joined his relations, who were worsted spinners, and acted as woolbuyer and sometimes as salesman for them. In 1880 Mr. Cheadle came to Adelaide, and almost immediately went to "Beltana," one of the late Sir Thomas Elder's stations in South Australia. Subsequently he was appointed to an important position in the wool department of Messrs. Elder, Smith, & Co., Limited, and filled it satisfactorily for about four years, when he accepted the management of the wool and produce department of the New Zealand Loan and Mercantile Agency Company, Limited, on



Hammer & Co., Adelaide.

MR. ALFRED STANLEY CHEADLE.

the opening of their Adelaide branch. When that Company relinquished in South Australia in 1895, Mr. Cheadle, in conjunction with Mr. R. Strachan, succeeded to the business,

and carried it on under the title of Strachan, Cheadle, & Co. The firm is now incorporated with that of Dalgety & Co., Limited, and Mr. Cheadle is director of the wool department. This entails much travelling in various parts of the State, so that it can be readily understood that he is in close touch with all matters concerning the great pastoral industry of South Australia. He is President of the South Australian Chamber of Commerce and one of the examiners of wool-classing at the South Australian School of Mines and Industries. He was for some time a member of the St. Peters Council, and received election to the Mayoral chair on two occasions. Mr. Cheadle married in 1886 Miss Margaret Loutit, one of a very well-known South Australian family, and has a family of three daughters and two sons.

EDWARD HOWARD BAKEWELL, general manager of the Angas Estates, and Managing Director of the Willowie Pastoral Company, was born at North Adelaide in the year 1859, and acquired his scholastic education at Prince Alfred College. After four years' banking experience, and three years with a large firm of shippers and millers, in 1884 he entered the employ of Elder, Smith, & Co., Limited, and held the position of manager of their stock department for some years. He severed his connection with this firm in 1893 in order to assist the late Mr. John Howard Angas in the management of his estates, and upon the death of that gentleman received the appointment of general manager of the estates and managing director of the Willowie Pastoral Company. Mr. Bakewell is Chairman of Directors of Bagot, Shakes, & Lewis, Limited, stock and station agents and woolbrokers, a well-known firm, whose business transactions extend all over the State; and occupies the same position in the South Australian Ostrich Company, which has a large farm near Port Augusta. He is largely interested in the Brighton Cement Works, and has held the post of managing director for ten years. He has also recently taken the position of managing director of the South Australian Re-inforced Concrete Company, Limited. Mr. Bakewell is a member of the South Australian Branch of the Royal Geographical Society, and acts on the Council of that body. He married

in 1886, at Port Pirie, Eleanor, daughter of the late Rev. William Wilson, a well-known Congregational minister of South Australia, for some years resident at Kadina and Port Pirie, and has a family of four daughters and two sons. His residence, "Wyuna," Victoria Ave-



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MR. EDWARD HOWARD BAKEWELL.

nue, Unley Park, was built by Mr. Bakewell some ten years ago, the large garden and grounds being most tastefully laid out.

GEORGE WALLWALL BAGOT, member of the firm of Bagot, Shakes, and Lewis, stock and station agents, of Adelaide. Mr. G. W. the late Mr. Edward Meade Bagot, who arrived in the State in 1840, a well-known pastoralist and breeder of stock, and who was the founder, in 1866, of the now widely known and esteemed firm of Bagot, Shakes, and Lewis, stock and station agents, of Adelaide. Mr. G. W. Bagot was born at Beefacres, near Adelaide, in 1858, and his scholastic education was acquired at St. Peter's College, and on its completion he almost immediately, in 1875, joined his father. Mr. Bagot continued in the business, all the time gaining varied and valuable experience which the operations of the firm afforded, and attaining the position of assistant salesman, until 1886, when Mr. Bagot, senior, died. He then continued to carry on the business on his own account, and so successfully that ultimately he was induced, in conjunction with the Hon.

John Lewis and the late Mr. James Shakes, to form the concern into the present Limited Liability Company, known as Bagot, Shakes, and Lewis, Limited, and of which he is now co-managing director with the Hon. John Lewis. The new firm was firmly established on November 6, 1888, in King William Street, Adelaide, and it is only recently, the progress being so highly satisfactory, that, in addition to amalgamating with the old wool-broking firm of Luxmoore, Dowling, & Jeffrey, and thereby materially enlarging their operations, they have moved into the building formerly occupied by the Savings Bank. Mr. Bagot has, from the earliest days, acted as salesman-in-chief, and is, of course, very much known and esteemed amongst stock-raisers and pastoralists all through the State. An enthusiastic sportsman, he has been a member for over thirty years of the Adelaide Hunt Club, and has acted on the Committee for many years. Mr. Bagot has also been a Committeeman of the South Australian Jockey Club, and for twenty years has been a keen supporter and an active player of polo. Mr. Bagot is a retired captain of the South Australian Mounted Rifles, to which he belonged for nine years. The Agricultural Societies all over the State have for many years availed themselves of his services as a judge in the horse and cattle sections.

GEORGE DOWLING, of Luxmoore, Dowling, & Jeffrey, Limited, woolbrokers, Gilbert Place, Adelaide, and Port Adelaide, from his youth has been engaged in the wool trade, and has had rare opportunities of acquiring the knowledge which has enabled him to be in the front ranks to-day in the calling to which he has devoted his life. Born in the capital of Ireland in 1854, Mr. Dowling was dispatched to London to acquire his schooling, and on the completion of his studies launched straight into the wool trade, entering the big firm of Willans & Overbury, woolbrokers, London, where he spent fifteen most profitable years. At the end of this time he came direct to Adelaide to join, as wool expert, Messrs. Luxmoore & Company, Limited, then well-known in the State, and which really still exists, but under a transformed title, viz., Luxmoore, Dowling, & Jeffrey, Limited, Gilbert Place, Adelaide. It is the oldest-

established wool-broking concern in South Australia, and in 1906 it amalgamated with Messrs. Bagot, Shakes, & Lewis, Limited, stock and station agents, particulars of which are given in this work. Mr. Dowling has been a director of the latter company for seventeen years, and as one



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MR. GEORGE DOWLING.

who has in the course of his business travelled much in various parts of the State, he is widely known and esteemed by those engaged in the pastoral and wool-growing industry, as well as to the large number of English, American, and Continental buyers who now come periodically to South Australia. There was a time when the wool-selling operations in Adelaide were very small, but, as Mr. Dowling avers, the market is now well-established, since there are other buyers than local ones and speculators. Mr. Dowling is President of the South Australian Woolbrokers' Association since July, 1895, and was a member of the Committee of the South Australian Chamber of Commerce for about five years. He was married in Adelaide in 1885, and has a family of two daughters and three sons, the two eldest of the latter being engaged in commercial pursuits in Adelaide. The family residence is "Finkley," Walkerville.

GEORGE JEFFREY, of Bagot, Shakes, & Lewis, stock and station agents, woolbrokers, etc., King William Street, Adelaide, is, like his colleague, Mr. George Dowling, one of South Australia's most prominent wool experts. He is a Scotchman,

having been born at Hawick in 1863, and educated there at Teviot Grove Academy. When he had finished at school he served an apprenticeship as a wool-sorter in Scotland for five years, and then departed for Australia, arriving in Melbourne in 1883. In order to enlarge his Scotch experience, Mr. Jeffrey took employment in the fellmongery yard of Messrs. McFarlane & Dale, on the banks of the River Yarra, Richmond, Victoria, and for the considerable time he was there obtained a good practical insight into the methods of handling skins, etc. After this, in order to expand his knowledge, he accepted a position in Murray's wool-scouring yard in the neighbouring city of Collingwood, and remained a sufficient time for his purpose, when he went on to a sheep-station in New South Wales as wool-classer. Back to Melbourne after a term at this, he became foreman wool-sorter and buyer for a woollen manufacturer, who accorded him the privilege of visiting various squatters' stations occasionally, where he used to engage himself as wool-classer. In 1893 Mr. Jeffrey arrived in Adelaide, and was engaged for several years as wool-sorter and wool-buyer with the South Australian Woollen Company, at times, during the shearing season, doing outside classing. In 1898 he was appointed Lecturer and Demonstrator of Wool and Wool-classing at the South Australian School of Mines and Industries, and held the position until 1905, when he joined the firm of Luxmoore, Dowling, and Jeffrey, which has since become amalgamated with Bagot, Shakes, and Lewis, Limited. In the conjoined new enterprise, Mr. Jeffrey, with Mr. George Dowling, has full charge of the wool and produce department. Their operations extend over a considerable area, and the firm is regarded as high up in the rank of similar businesses. Besides travelling amongst the pastoralists and wool-growers, Mr. Jeffrey keeps in close touch with the wool market and wool-buyers; but perhaps he is best known by his useful work when at the School of Mines. It is admitted that the wool-growers of South Australia greatly benefited by his system of teaching, combining as it did the practical with the theoretical. The appreciation of his contribution in this respect to so important an industry was highly eulogized by the Council of the School, and was shown in a most definite way by the presentation of a numerously-signed tes-

timonial from the staff and students in February, 1906. During his term as instructor, Mr. Jeffrey largely contributed to numerous journals on the subject of wool-classing and wool-growing, and in 1899 published a book called "Australian Wool-classing," which had a very large circulation, and is now recognized as a standard work on the subject. Mr. Jeffrey continues his connection with the School as an examiner of wool-classing. He is a member of the Woolbrokers' Association of South Australia, is on the Advisory Board of Agriculture, and has, for eight consecutive years, been a judge of wool at the Adelaide Show, whilst his services in a similar capacity are annually requisitioned by many country agricultural societies. Mr. Jeffrey, though much occupied in his business, finds time to evince an active interest in the moral and intellectual advancement of young men, and took a prominent part in starting the Blackwood and Belair Club, of which he is a Past President. He takes a keen interest in political matters, and associates himself with the progress of Church and Sunday-school work. He was married in 1891 to Annie, eldest daughter of the late Captain Skitch, who will be well remembered in mining circles.



Hammer & Co.,

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MR. GEORGE JEFFREY.

His residence is Westall Street, Hyde Park, and he has a family of three daughters and one son.

BENJAMIN FISHER is the senior partner in one of the oldest-established and most-widely-known

stock and station firms in South Australia, viz., Bennett & Fisher. Steamship Buildings, Currie Street, Adelaide. He was born in Kent, England, in 1842, and was educated at Greenwich Proprietary School and the City of London College. He engaged in mercantile pursuits in London, and was with the firm he joined for twenty years, eventually attaining the responsible position of London manager. In 1881, with his wife and family, he came to South Australia, and was for eight years with Messrs. W. & T. Pope, a firm of solicitors in Adelaide. The legal knowledge he there acquired has proved of considerable value to him since. It was in 1889 he joined the present firm, then being carried on by the founder, the late Gabriel Bennett. It then assumed its present title, and when Mr. Bennett died in 1896 Mr. Herbert Kither was admitted as a partner. The firm does a large amount of business, which extends all over Australasia, including the shipping of cattle, sheep, horses, and cows, from this State to Western Australia. They hold regular weekly sales in the Corporation Yards, Adelaide, and in outside districts. Mr. Fisher belongs to the United Tradesmen's

Bay. Mr. Fisher is also a well-known amateur organist, which is his chief recreation.

The late **GEORGE RAWDEN McLEAN SELTH** was born in Rundle Street, Adelaide, on November 23, 1845, and was the second son of the late Mr. Rawden McLean Selth, who opened the first confectionery business in South Australia in the early days of the State. His mother was the second daughter of the late Mr. John Day, who arrived in this Province with his family by the ship "Diadem," in December, 1840. The gentleman under review received his education under the late Mr. Hare, of Adelaide, and, his parents removing to Melbourne about the year 1855, he received his first commercial training in a legal office in that city. Upon returning to Adelaide after five years had elapsed, he was employed in the offices of Messrs. Faulding and Co., Carter, Tyas, & Co., and D. & W. Murray in turn. The latter firm, recognizing his exceptional business talents, appointed him their agent at Port Adelaide, in addition to which he held many important positions during his sojourn in that city. Upon the opening up of Yorke Peninsula and the Northern Areas, Mr. Selth became agent for the majority of the ketches trading to the Peninsula, Port Pirie, Port Germein, Port Augusta, etc., and part-owner of a number of the boats in this trade. He was one of the promoters of the first steam service to Yorke Peninsula, and was instrumental in forming a syndicate for the purchase of the s.s. "Ceres," of which he became part-owner, and was eventually appointed Secretary of the Company which, after a few changes in passing years, is now known as the "Gulf Steamship Company." Amongst the other companies with which Mr. Selth was associated were the Gawler Lime Company; the Port Adelaide and Alberton Tramway Company, and the Woodville Brick Company, which is now defunct. These various branches of business necessitated a large clerical staff and commodious premises, which, in the form of bulk stores, were situated on McLaren Wharf. Subsequently, Mr. Selth experienced heavy losses through land speculation in the Northern Territory, and about the year 1880 removed to the city and opened up a licensed valuator and hotel-broker's business, trading under the style of G. R. Selth & Co.,

which occupation he followed until the year 1895, when he was the subject of a severe paralytic stroke affecting the brain, which necessitated his retirement from active business life. After three years he was seized with a second stroke, which was the cause of his death on November 12, 1898. Mr. Selth was the pos-



MR. GEORGE RAWDEN McLEAN SELTH.

essor of a fine bass voice, and for some length of time he studied singing with Mr. Armes Beaumont. Mr. Beaumont expressed the opinion in later years that had Mr. Selth taken up singing in earnest as a profession he would undoubtedly have won distinction. As it was, Mr. Selth contented himself with joining a number of Adelaide's leading musical men, who formed a Minstrel Club, and gave the public of South Australia the benefit of their excellent vocal gifts and grotesque originalities, frequently placing their services at the disposal of organizers of entertainments for charitable purposes. He was also a precentor of one of the leading city Presbyterian Churches.

GEORGE WOOLMER SELTH, partner in the firm of G. A. Prévost and Co., wool- and skin-buyers, 25 and 27, Steamship Buildings, Currie Street, Adelaide, and at Dunedin, New Zealand, was born at the Semaphore, South Australia, on December 5, 1876, and is the eldest son of the late Mr. George Rawdon Selth. The latter gentleman was born in Rundle Street, Adelaide, and subsequently became prominently asso-



Hammer & Co.,

Adelaide.

MR. BENJAMIN FISHER.

Lodge, No. 4, S.A.C., of Freemasons; also the Mark Masons and the Royal Arch Chapter; and is a member of the Royal Agricultural Society of South Australia. He was married in Kent, England, in 1880, and has two sons and four daughters. He resides at the Esplanade, Largs

ciated with the early history of Port Adelaide, first as a shipping and customs agent, and later as one of the founders of the Gulf Line of steamers, and promoter of the Albert Park Tramway. Mr. Selth, senior, was carrying on the well-known hotel-broking business of G. R. Selth



MR. GEORGE WOOLMER SELTH.

and Co. at the time of his death, which occurred in 1898. The subject under notice received his educational training at the Sturt Street Public School, the Training College in Grote Street, and at the Pulteney Street School, concluding his studies at the age of twelve years and nine months. He then entered the business of Kingsborough & Moffat, sharebrokers, and after four and a-half years in this employ, became associated with the firm of E. W. van Senden, in September, 1894. Mr. Selth continued in this service until March 1, 1907, when, in conjunction with Mr. G. A. Prévost, he acquired the wool- and skin-buying business of Mr. van Senden. During his lengthy connection with the firm Mr. Selth obtained a thorough knowledge of the commercial portion of the Continental, English, and American wool trade. The business has now assumed very large dimensions, and is one of the most important of its kind in South Australia. In 1905 Mr. Selth went for a tour of the world, an opportunity he made use of to become acquainted with the latest advances made in that department of the commercial world with which he is connected. He has also made half-a-dozen trips to New Zealand.

GEO. P. HARRIS, SCARFE, AND CO., LIMITED, wholesale ironmongers, metal, and machinery merchants, importers of every description of hardware, building materials, furnishing and general ironmongery, glassware and crockery, electro-plated-ware, mining materials, saddlery and harness, oils and colours, paperhangings, guns, rifles and ammunition, fancy goods, sporting materials, stationery, etc., Gawler Place, Adelaide. This prominent Adelaide business house first became known to the commercial world under the title of Geo. P. Harris, Scarfe, & Co., in 1862, when Mr. Geo. Scarfe, with Mr. Richard Smith, entered into partnership with Mr. Geo. P. Harris, in Gawler Place. Mr. Scarfe had previously been associated with Messrs. Lanyon & Harris, as hardware merchants, in Hindley Street, and had been in business on his own account at Port Adelaide, with branches in the city and Kadina.

Mr. Harris, in the seventies, left Adelaide to take over the management at the London office, and died in 1874, the other two partners continuing the business. In 1874 Mr. Thomas R. Scarfe arrived in Adelaide, and subsequently was admitted into partnership. In 1900 the business was converted into a limited-liability company, with a paid-up capital of £700,000, the directors being Messrs. Geo. Scarfe (Chairman), Richard Smith, and Thomas R. Scarfe. Mr. George Scarfe, who died in 1903, at the age of 76, was regarded as one of the most reliable merchants of the city, and to his ability and enterprise the prosperity and success of the concern are primarily due. A fact worthy of note is, that during a quarter of a century, he never absented himself from the office at the ware-

house for a whole working day. The Company at present carries on a very extensive business. It fills a large number of contracts for mining supplies in South Australia, Broken Hill, and Western Australia, and is also the chief contractor for general supplies to the South Australian Government. In connection with the extensive premises in Gawler Place, there is a large warehouse comprising three storeys and a basement, the frontage being about 150 feet. There are large stores in the rear, the entire area covered being about two acres; and at Port Adelaide, there are bulk stores, which have been recently extended and occupy about an equal space. The Company is represented at Broken Hill, Fremantle, and Kalgoorlie, and commodious, up-to-date premises have been erected at Perth, which is now the Company's headquarters in Western Australia. A visitor to the establishment in Gaw-



Photo by H. Krischock.

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GEO. P. HARRIS, SCARFE, & CO.'S PREMISES, GAWLER PLACE.

ler Place, Adelaide, may view the very complete and well-stocked departments, among which the show-

employed in the different departments of this great concern, the largest of its kind in the Southern Hemisphere.

The present Directors of the Company are Messrs. Richard Smith, Thomas R. Scarfe, Frederick G. Scarfe, and H. Law Smith. Their chief London buyers are Messrs. J. C. Lanyon and Sons and Mr. Herbert Scarfe. The registered office of the Company is situated in Gawler Place, Adelaide. The Secretary is Mr. S. T. Thomas. The Fremantle and Perth branches are managed by Mr. F. Stacey, the Adelaide Steam Rope Works by Mr. J. J. Taylor, the Australasian Implement Company by Mr. R. H. White, and the Australasian China and Glass Company by Mr. M. Wylie.

the house of Deputy Henry Lowman Taylor, Queen Street, City of London. In 1874 Mr. Scarfe came to South Australia, and, later, was admitted as a partner in the firm of Geo. P. Harris, Scarfe, & Co. When the business was floated into a limited-liability company, Mr. Scarfe became one of the Directors. He is also a Director of the Norwich Union Fire Office, and of the Wallaroo Phosphate Company, Limited. Mr. Scarfe was married in 1891 to Gertrude, daughter of the late Mr. John Birrell, of Sydney, and has a family of two daughters.

FREDERICK GEORGE SCARFE is the eldest son of the late Mr. C. C. Scarfe, and was born at



Photo by H. Krischock.

THE AUSTRALASIAN IMPLEMENT CO.'S PREMISES, NORTH TERRACE.

room of the silver and electro-plated-ware, and fancy goods contains a handsome collection of well-filled glass showcases. The enormous value of the stock within the main building recently led to the installation by the Company of Grinnell's automatic sprinklers, as protection against fire, these being the first installed in South Australia. The Company is proprietor of several subsidiary industries in the city, viz., a wholesale and retail china and glass business, carried on under the name of the Australasian China and Glass Company, in Rundle Street; the Australasian Implement Company, at North Terrace, where the Company has erected handsome premises, which contain heavy stocks of agricultural implements and machinery, also furniture, carpets, and every household requisite; the Adelaide Rope Works at Croydon, where modern machinery is employed turning out ropes of all sizes and kinds for mining, shipping, and other purposes, and also binder- and other twines, now much used in the various States; and the Adelaide Wire-nail Works, erected for turning out wire-nails and barbed-wire. There are about six hundred hands

THOMAS ROGER SCARFE was born in London in 1843, and is the youngest son of the late Mr. Claxon Scarfe, of the County of



Hammer & Co.,

Adelaide.

MR. THOMAS ROGER SCARFE.

Middlesex, England. He acquired his scholastic training at Finchley, near London, subsequently obtaining a good mercantile experience in



Hammer & Co.,

Adelaide.

MR. FREDERICK GEORGE SCARFE.

Norwood, South Australia, in 1867. He attended Mr. Thomas Caterer's school at Norwood, and subsequently completed his scholastic training at St. Peter's College. Upon leaving school he served an apprenticeship to the ironmongery trade with Messrs. W. & T. Rhodes, of Adelaide. Having finished his indentures, he went to Queensland, where he spent some two years at Keeroongooloo Station, on Cooper's Creek, belonging to an uncle. Upon his return to Adelaide, in 1889, he entered the firm of Geo. P. Harris, Scarfe, & Co., and three years after the conversion of this business into a limited-liability company was made a director. Mr. Frederick Scarfe is interested in the pastoral industry of South Australia, and, in conjunction with his

brother, Mr. A. A. Scarfe, owns the Kingsford Estate, near Gawler, which he uses for grazing purposes and for the breeding of Merine sheep. He also takes an interest in mining, being a director of several mines in South Australia, and is a Director of the Port Adelaide Dock Company. Mr. Scarfe, who is an enthusiastic motorist, married on March 27, 1897, Mary, daughter of the late Mr. John Birrell, of Waverley, New South Wales, and has one daughter. He resides at Robe Terrace, Medindie.

SYDNEY TEMPLE THOMAS, Secretary to the firm of Geo. P. Harris, Scarfe, & Co., Limited, is a native of England, having been born at Manchester on August 17, 1864, and received his education at the Grammar School in that town. Upon the completion of his studies he entered the office of his father, Mr. John Thomas, who was a member of one of the leading firms of chartered accountants in England, and served his articles in this excellent training-school. Subsequently, Mr. Thomas spent two years in London, at the end of which time he was offered the appointment of accountant to the firm of Geo. P. Harris, Scarfe, & Co., of Adelaide, and left England for the antipodes. The connection then entered into has



Hammer & Co., Adelaide.

MR. SYDNEY TEMPLE THOMAS.

continued ever since, Mr. Thomas now occupying the position of Secretary to the leading company referred to. He is a member of the Institute of Chartered Accountants

of England and Wales, having obtained this diploma in 1888. The gentleman under review married, in 1894, Lucy, daughter of the late Mr. F. G. Waterhouse, for many years Curator of the Adelaide Museum, and one of the party who joined the expedition of J. McDouall Stuart, the well-known explorer, and traversed Australia from north to south. Mr. Thomas's family consists of two sons.

J. G. RAMSAY & CO., agricultural - implement importers, 121, Currie Street, Adelaide. This important agricultural-implement business was originally established at



Hammer & Co., Adelaide.

MR. JOHN RAMSAY.

Mount Barker in 1854 by the late Mr. James Garden Ramsay, and speedily developed into the largest concern of its kind in the State. With the rapid increase of business it was found necessary to open branches at Strathalbyn, Farrell's Flat, Clare, and Laura. About 1867 the present extensive agricultural-implement yards in Currie Street, Adelaide, were opened by the firm, and carried on under the direction of Mr. J. G. Ramsay (whose career is outlined in the legislative section of this work), until his death on January 18, 1890. The present proprietor, Mr. JOHN RAMSAY, brother of the deceased gentleman, is a native of Glasgow, where he was born in 1835. He received his education in the county of his birth, and was brought up to commercial life in Glasgow. At the age of nineteen he

came to South Australia to join his brother, who had preceded him by two years, and was admitted into partnership in 1870. Upon the death of his brother, Mr. John Ramsay succeeded to the business, of which he has since been sole proprietor. The firm, which has been carried on under the old style, was among the first to introduce the Ridley strippers into South Australia, which are now in almost universal use. They also act as agents for Noxon's twine-binders, and the Buckeye seed-drills. Mr. John Ramsay is a member of the Agricultural Society. For many years he was a prominent member of the Masonic fraternity, and was the first Grand Senior Warden of the Grand Lodge of South Australia. Mr. Ramsay married in 1861, and has a family of two sons and four daughters. He resides at "Roseville," South Terrace.

G. & R. WILLS & CO., warehousemen, importers, and manufacturers, and **GEORGE WILLS AND CO.**, shipowners and merchants, Australia and England. One of the business houses that has played a very important part in the commercial development of Australia, and particularly South Australia, is the firm of Messrs. G. & R. Wills & Co., whose headquarters are at Adelaide, and who are practically identical with the firm of Messrs. George Wills & Co., of London and Australia. It is now fifty-seven years ago since the late Mr. George Wills came out to Australia with the object of establishing a business, and he selected Adelaide as the venue of his operations. He opened a small establishment in Rundle Street, which was mainly confined to the drapery and soft-goods trade. The enterprising and courageous spirit displayed soon resulted in a rapid development of business, so much so, that, in 1859, the firm found it necessary to open their own buying-house in London. Indeed, the career of this house furnishes nearly sixty years' record of practically continuous and uninterrupted progress and expansion, until to-day they not only control one of the most extensive wholesale soft-goods businesses in South Australia, and occupy one of the largest and most perfectly-equipped warehouses in Australia, but their trading ramifications extend to New South

Wales, Victoria, Queensland, and Western Australia. The firm's warehouse in Adelaide runs from Rundle Street to North Terrace, having a total depth of 420 feet. It covers a floor space of three acres, and, in extent and equipment, as well as in the immense stocks ranged in its various departments, it compares favourably with the largest and best-appointed wholesale houses of London and other large English cities. It is appropriate here to mention that the firms of G. & R. Wills & Co. and George Wills & Co. comprise the following gentlemen:—The late Mr. George Wills' three sons (Messrs. George Tarlton Wills, John Henry Wills, and Charles Percy Wills) and Messrs. William Edward John Brocksopp and George Arthur Jury. In addition to their business as warehousemen, Messrs. G. & R. Wills and Co. are among the largest of the Adelaide manufacturers, having very extensive clothing, shirt, and boot, shoe, and leather factories, employing a large number of hands. It is needless to say that their factories are fitted with the most approved plants and machinery that money can buy, and everything that can conduce to the effective and economical manufacture of the various classes of goods they turn out. The clothing factory is situated in Pulteney Street, Adelaide, and here are made in vast quantities every variety of men's, women's, and children's garments, as well as

all kinds of shirts and white-wear generally. The boot, shoe, and leather factory in Pirie Street, Adelaide, is also on an extensive scale, and has a very high reputation amongst the storekeepers of the various States. The record of the firm is one of steady and persistent progress and prosperity, keeping abreast of the times, and foreseeing the great advantage that would accrue to them from manufacturing their own clothing and footwear. They have kept in the front line of the industrial establishments of South Australia, and the firm of Messrs. G. & R. Wills & Co. may well be proud of its history and progress; and Adelaide has every reason to congratulate itself on being the abiding-place of a concern of such magnitude, wealth, and enterprise, which employs considerably over a thousand people. While Adelaide has always remained the headquarters of the firm, branch houses have been opened from time to time in various parts of Australia, some of which have become almost as extensive and important as the Adelaide house itself. Next, perhaps, to the establishment in Adelaide, in point of size in the building and the volume of trade controlled, is the fine warehouse at Perth, Western Australia, extending from Hay Street to St. George's Terrace. Extensive and varied stocks are constantly held there, from which the numerous retail stores in the State can draw their supplies. One important fea-

ture of the buildings shown in the illustration is the extremely solid character of the Australian warehouses as compared with those in many colonies of the British Empire, where wooden structures have to suffice, and these generally of the bungalow order. The build-



MR. GEORGE WILLS.

ings of Messrs. G. & R. Wills & Co. would, however, bear favourable comparison with any similar establishments in the leading commercial cities of the world. Other branch establishments which have been opened in different parts of Australia include those of Broken Hill (New South Wales), Flinders Lane (Melbourne), and Fremantle and Kalgoorlie (Western Australia), in all of which places they control extensive trade. GEORGE ARTHUR JURY, who is the managing partner of Messrs. G. & R. Wills and Co., was born in Adelaide. He was educated at Whinham College, and entered the service of the firm as clerk in 1873. He was appointed accountant shortly afterwards, and became a partner in the concern on February 19, 1885. He and Mr. Walter Howard managed the business for about five years. Upon the retirement of Mr. Howard in 1889 Mr. Brocksopp, a London partner, came to Adelaide and assisted in the management. In 1890, at Glenelg, Mr. Jury married Miss Rischbieth, daughter of a former manager and partner of the firm. There are two sons and three daughters of this marriage. WILLIAM EDWARD JOHN BROCKSOPP, partner in the firm of Messrs. G. and R. Wills & Co. and George



Photo by H. Krischuck.

G. & R. WILLS & CO.'S WAREHOUSE, NORTH TERRACE, ADELAIDE.

Wills & Co., was born at Essex, England, and received his education in his native country. In 1868, as a boy, he entered the firm of G. and R. Wills & Co., coming in 1889 to South Australia, where he assisted in the management of the business, having become a partner of



Fruhling Studios, Adelaide.

MR. GEORGE ARTHUR JURY.

this and the allied firm of Messrs. George Wills & Co. Mr. Brocksopp is married, and has a family of two sons and three daughters. It has previously been stated that the firm of Messrs. George Wills & Co. is practically identical with Messrs. G. and R. Wills & Co. This, however, is a separate and distinct business, although controlled virtually by the same proprietary, the late Mr. George Wills having been the head of both concerns. The business of Messrs. George Wills & Co. is, however, of a totally different character from that of Messrs. G. & R. Wills & Co., the latter being devoted solely to the textile or softgoods trade, while in the case of Messrs. George Wills & Co. the business is confined to shipping and the carrying on of a general merchant's trade. In general shipbroking and chartering it controls a very extensive business, especially between England and all parts of New Zealand, as well as in the Australian coasting trade. In addition to the chartering and loading of vessels and the various duties appertaining to shipbroking and chartering, Messrs. George Wills & Co. have large pecuniary interests in several steamers running between London and Australia. The Australian

headquarters of Messrs. George Wills & Co. are at Grenfell Street, Adelaide; and the Adelaide Motor-car Works and Garage, in Pulteney Street and Hindmarsh Square, are a branch of this business. The firm has also branch offices in the various business centres of Australia, among which may be mentioned those at Port Adelaide and Port Pirie in South Australia, and Brisbane, Perth, and Fremantle. The London buying-house and offices of both these firms are 3, Chapel Street, Silk Street, and Whitecross Street, E.C. The premises here cover a large area, and are divided into excellently-appointed offices for the various members of the firm controlling its affairs in London; while for the purely shipping portion of the business of George Wills & Co., the offices are at West India House, Leadenhall Street, E.C. It was the late Mr. George Wills who was foremost in initiating the Australian trade, and it was he who had borne the brunt of the work of developing it to its present stupendous and influential proportions. The career of the late gentleman may be taken as typical of the British merchant of the Victorian epoch, although it is comparatively few that can boast of so successful a career. It is the British merchant, by his courage,



Hammer & Co.,

Adelaide.

MR. W. E. J. BROCKSOPP.

perspicacity, probity, and enterprise who has done more than any other class to colonize and develop the British Empire and to extend the influence of British commerce.

D. & W. MURRAY, LIMITED.

A history of the business concern promoted by the brothers David and William Murray, when young men, illustrates the opportunities presented by South Australia for energy and enterprise, associated with integrity and perseverance. The brothers arrived in Australia in 1853, at a time when business was dislocated and almost at a standstill through the exodus of population to the Victorian goldfields. They had received a good commercial education and training, and it was perhaps just as well for them that they commenced operations at a time of depression, inasmuch as thereby they obtained full advantage of the prosperous reaction which followed. The firm began in a modest way with a retail drapery shop at the corner of Gilbert Place, Adelaide, which was opened in October, 1853. The business tide in Adelaide turned when, the Bullion Act having been passed, the overland gold escort was established. There were many South Australians among the lucky diggers, who were glad to send their gold by the escort, and the stream of wealth which poured into the colony speedily improved the position. The great influx of population into Victoria, and the absorption of labour in other pursuits, stimulated producing industries of all kinds, creating a large demand for commodities at high prices. Business in Adelaide became as brisk as it had been dull, and at the end of two years Messrs. D. & W. Murray found it desirable to remove to larger premises in Grenfell Street, where they added a wholesale department at the rear of the retail shop. Further extension followed, necessitating larger premises, and in 1862 the retail business was given up, the firm confining its attention to that of wholesale warehousemen. So rapid was its progress that four years afterwards another remove had to be made, and commodious premises were secured in King William Street, on the site that is now occupied by the Royal Exchange. Not long afterwards the first clothing factory was started in premises off Waymouth Street, and the venture proved so successful that a shirt factory and a boot factory were afterwards added. Advantage has always been taken of the mechanical improvements during recent years, in securing the best appliances for these

establishments, and honourable mention has frequently been made of the interest shown by the firm in the comfort and welfare of their hundreds of employés. Reading-rooms and a library are provided, and lavatory, sanitary, ventilating, and lighting arrangements are of the best. A disastrous fire occurred in 1868, when nearly the whole of the stock — valued at £70,000 — was either destroyed or seriously damaged. The temporary loss was heavy and the immediate inconvenience very great, but it was followed by an increase of business when the warehouse was replenished with new stock. Two years afterwards the first extension of the firm took place by Messrs. John Gordon and Richard Searle being introduced as partners. At that time the annual turnover was about £150,000, but within six years—that is to say, in 1877—the amount was trebled. Prior to this date, in 1874, an indenting and general merchandise department was added, in connection with which an extensive export as well as import business was conducted. Large

shipments of all kinds of colonial produce, including wool, wheat, hides, wattle-bark, gum, etc., began to be made, either on account of the firm or on behalf of clients, for whom the London agency of the firm, with its commodious premises, offers many advantages, and this branch of the concern has proved highly successful. At a later period Mr. James Martin, who was the head of the purchasing staff in London, and Mr. Robert Knowles, who had held for many years a responsible position in the Adelaide warehouse, were taken into partnership; and in 1897 the firm was converted into a limited-liability company. At the time of the death of the senior partner, Mr. David Murray, which occurred in England on Sunday, January 6, 1907, the Directors were:—William M. Murray, John Gordon, James Martin, Robert Knowles, and Robert Gordon, Mr. John Tassie acting as local Director in Australia. The Adelaide headquarters of the firm have been for the last twenty years in Gawler Place, where the spacious warehouse,

with its suitable appointments, never fails to impress a visitor. Pursuing the policy by which the business connection has been widened again and again since the commencement, branches have been established in each of the State capitals in the Commonwealth and several other towns. Hence the firm of D. & W. Murray, Limited, Adelaide, has not only its head office at Finsbury Street, London, but houses or branches in Melbourne, Sydney, Brisbane, Perth, and Launceston, and also at Rockhampton, Townsville, and Broken Hill, all the Australian business centering at the establishment in Adelaide. In all cases it has sustained the high character for soundness of commercial principle which it has maintained in Adelaide for more than fifty years.

The late Mr. DAVID MURRAY, during the greater part of a long life, was among the most successful of Adelaide merchants, and the most respected of its public men. He was

born at Anstruther, Fifeshire, Scotland, in 1829, and came to South Australia in 1853, together with his brother William, when he was twenty-four years of age. In his native country he had received a sound education, and obtained considerable commercial experience.



Hammer & Co.,

Adelaide.

MR. DAVID MURRAY.

Shortly after reaching Adelaide the brothers opened a retail drapery establishment at the corner of Gilbert Place. This was the unpretentious nucleus of a great business concern, the history of which is told elsewhere. It grew with the growth of South Australia, necessitating the removal from time to time to larger and still larger premises, until it found its final location in the splendidly-appointed and spacious warehouse in Gawler Place. It developed locally by the aid of clothing, boot, and shirt factories, in the equipment of which and their management the utmost care and forethought were displayed, and added a large indent and commission branch to its import and export trade. Its operations extended to other States until, besides the Adelaide headquarters, there was a London agency, and houses or branches at Sydney, Melbourne, Perth, Launceston, Rockhampton, Townsville, and Broken Hill. At various times partners were added to the firm, being chosen from those who had long been connected with its management, and ultimately it was converted into a limited-liability company, with a Board of Directors. Throughout the whole of its singularly successful career Mr. Murray was closely iden-



D. & W. MURRAY'S WAREHOUSE, GAWLER PLACE,
ADELAIDE.

tified with the interests of the firm, and took an active share in its management. He made no less than twelve return trips between England and Australia since the time of his first arrival in the State, his last visit being in 1902. By those with whom he was associated in the commercial world, whether in London or in Adelaide, he was always regarded as a man of unblemished integrity and scrupulous honour. With his employés he stood well, the kindness of his disposition and his absolute fairness being universally recognised, while his interest in their comfort and welfare was unremitting. The latest evidence of the attachment which prevailed, and was creditable to both parties, was the presentation of a handsome illuminated address to Mr. and Mrs. Murray on the celebration of their golden wedding in 1906. The address contained the following sentence:—"We join with others in honouring you for your probity, sagacity, and business enterprise, which have their monuments in the splendid establishments bearing your name in the capitals of England and Australia, and for your more public qualities which have been eminently helpful in Church and State." This reference to public qualities was no mere empty phrase. Though a prominent merchant, Mr. Murray was in many respects an exceedingly useful citizen. In 1870 he was elected to the House of Assembly for East Adelaide. After two years' service he retired into private life, but again successfully stood for East Torrens in 1877, and for Yatala in 1881. After the latter election he was unseated on the petition of the defeated candidate, but re-elected on July 13. A month later, however, he resigned, but was in the following year returned to the Legislative Council. He was Chief Secretary in the Downer Administration in 1886-7, and deservedly won the reputation of a hard-working Minister. The key-note of Mr. Murray's private and personal character was his conscientiousness. He was a member of the Flinders Street Presbyterian Church for very many years, a liberal supporter of its funds, and an active worker in some of its departments. His religious interests were, however, by no means confined to his own denomination. His home was frequently open to visitors from other countries, whose object was the welfare of the community, and in a characteristically quiet and unostentatious manner he sought to promote

fraternal feeling between the several churches. The "ministerial breakfasts" at St. Andrew's, when, with the extreme minimum of formality, clergymen of various denominations were gathered around his hospitable table, and enabled to have an hour or two of friendly intercourse, were singularly pleasant functions, established with that object in view. The same large-heartedness was shown in the services Mr. Murray rendered to the public through the Adelaide Young Men's Christian Association, of which he was one of the founders. He was President of that institution from 1881 to 1883, and through a long series of years generously contributed to its funds, his final donation being £750, to complete the effort in 1906 which resulted in clearing the Association from debt. Mr. Murray, being well-educated, appreciated the importance of education for others, and in 1875 became Chairman of the League which, by the influence it exerted, was largely instrumental in securing the passing of the Act on which our present system of education is based. He was an ardent lover of books, and his reading covered a wide range. His library contained a number of curious and valuable literary works, and this appreciation of good literature found expression in his munificent gift to the School of Mines of what is known as the David Murray Library. He was an art critic also, and a collector of considerable ability, and rendered good service by acting in conjunction with the Agent-General and others on behalf of the Board of Governors of the Public Library. When it was understood, in 1899, that Mr. Murray contemplated permanently leaving Adelaide to reside in England, he received the exceptional honour of a letter signed by the Chief Justice, Sir James Boucaut, and many more of the leading citizens, which, while in one sense a testimonial, was almost a request that he would forego such an intention. The letter expressed the "unfeigned regret" of the signatories at the prospect, and their hope that Mr. Murray would give full weight in his decision to the fact that he occupied a unique position of usefulness in the city. Mr. Murray's reply was characteristic in its simplicity. Disclaiming personal worthiness of the high esteem shown to him, he expressed his attachment to South Australia, and the satisfaction with which he would spend his closing years in the State should events

shape themselves so as to further such a course. Mr. Murray's chief outdoor recreation was angling, in which he indulged himself in the neighbourhood of his beautiful residence on the banks of the Onkaparinga, and while in the old country visited many well-known piscatorial resorts for the same purpose. He married, in May, 1856, Miss Godfrey, of Rockford, Ireland. There was only one child of the marriage, a boy, who died at the age of four or five years. Mr. and Mrs. Murray received numerous congratulations on the celebration of their golden wedding, at which time they were both in the enjoyment of good health. Mr. Murray's last illness was of brief duration, and he died on January 6, 1907, in his seventy-eighth year.

JOHN GORDON, managing director in Australia of the business of D. & W. Murray, Limited, warehousemen and general merchants, was born at Colinsburgh, Fifeshire, Scotland, on March 13, 1843, and was educated at Kilconquhar parish school, and Madras College, St. Andrews. His education had been conducted with a view to his entering commercial life, and he commenced his career in connection with the well-known firm of Messrs. Stewart & McDonald, of Glasgow, with whom he remained for about four years. He then became connected with the firm of Messrs. D. & W. Murray in 1865, who at that time had opened an office in Glasgow, which was later transferred to London, shortly before which he left for Adelaide. The Adelaide business was at the time conducted at premises in King William Street, the site of which is now occupied by the Royal Exchange. A disastrous fire took place in February, 1868, which, however, resulted in the firm making a kind of fresh start with renovated premises and a new stock, whereupon the trade rapidly increased. Mr. Gordon joined the firm as partner in 1870, together with Mr. Richard Searle, and has been closely identified with its commercial progress and expansion ever since. It was merged into a limited-liability company in 1897, and Mr. Gordon has held the position of Managing Director in Australia for several years. He has also taken an active part in the management of several other important concerns. He is

Chairman of the local Board of Directors of the National Mutual Life Association, acts as local Director of the North British Mercantile Fire Insurance Company, and was for some years a member of the Board of Directors of the Wallaroo and Moonta Mining Company. Mr. Gordon was President of the Adelaide Chamber of Manufactures for the year 1896-7, and was for two



Hammer & Co.,

Adelaide.

MR. JOHN GORDON.

years a member of the University Council, which position he resigned in 1903. He was married in 1873 to Eliza, daughter of the late Captain John Duncan, of Wallaroo, and has a family consisting of four daughters and one son. He resides at Brougham Place, North Adelaide, and has a country residence at Craig-ard, Crafers.

JOHN TASSIE, Australian Director of the firm of D. & W. Murray, Limited, is a native of South Australia. He was born in Adelaide in the year 1855, and received his early education at the Gouger Street Academy conducted by Mr. Hosking, who afterwards became connected with the Education Department of the State, and became widely known as Inspector Hosking. At the age of fourteen Mr. Tassie entered the wholesale warehouse of Messrs. D. & W. Murray, with which he has been associated ever since. He has had the unique experience of passing through all the grades of service in the same establishment until, from the lowest rung of the

ladder, by the force of his personal character, he has raised himself to the highest. His competency had been so clearly demonstrated that, in 1897, he received the appointment of manager of the Western Australian branch of the business. This necessitated his removal to Perth, and during the six years of his residence in the Western State he took an active interest in public affairs. He became a member of the Perth Chamber of Commerce, and was elected President for one year. Returning to Adelaide in 1903, Mr. Tassie was appointed Australian Director of D. and W. Murray, Limited, and still retains that position. During his earlier years, and prior to his departure for Western Australia, which necessarily sundered home associations, Mr. Tassie manifested considerable



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Adelaide.

MR. JOHN TASSIE.

interest in the work of Mutual Improvement Associations, Literary Societies, etc., and was an active member of Union Parliament. His firm is largely interested in local manufactures, and he is, personally, Chairman of the Adelaide Hat Manufacturing Company. In 1878 he married Esther, a daughter of Mr. Jeffrey Jeffreys, of Strathalbyn, and has a family of two sons and two daughters.

ALDAM MURR PETTINGER, Secretary to D. & W. Murray, Limited, the well-known warehousemen, of Gawler Place, Adelaide, is the only son of the late Inspector Richard Palmer Pettinger, who was

a highly-esteemed officer of the Government service of South Australia. He is a native of this State, having been born at Kent Town, near Adelaide, in the year 1859, and his scholastic education was acquired at the Glenelg Grammar School. At the age of fifteen Mr. Pettinger entered the employ of Messrs. D. & W. Murray, making a commencement at the lowest rung of the ladder. From the beginning he worked with much energy, and rapidly passed through all the grades of this important establishment, until, in December, 1898, he received the appointment of Secretary to the Company, which post he still retains. Mr. Pettinger has been a member of the South Australian Cricket Association for upwards of thirty years, and evinces active interest in every class of healthy outdoor sport, is particularly fond of field-shooting, and has done considerable execution from time to time amongst duck, quail, and other game. He has also bred and worked some of the best pointers in South Australia. Married in 1892 to Mary Elizabeth, daughter of the late Mr. William Walters, of the Bank of



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MR. ALDAM MURR PETTINGER.

Australasia, he has a family of three daughters. His residence is at Mitcham.

GOODE, DURRANT, & CO., LIMITED, Adelaide, Perth, and London. Three of the leading soft-goods firms in Adelaide can trace their history to a partnership that was entered into not much less than

sixty years ago, between Mr. Charles H. Goode and Mr. Thomas Good. These gentlemen were not only partners and friends, but brothers-in-law, for each married the other's sister. Their first establishment was at Kermode Street, North Adelaide, and the local population being small they extended their connection far and wide, reaching even to Koorunga. Within a short time Mr. Good withdrew and entered into business at Mount Barker. Mr. C. H. Goode was joined by his brothers Matthew and Samuel, a move was made to Rundle Street, and there the wholesale and retail business of Goode Brothers expanded by leaps and bounds. When the firm was dissolved in 1882, Mr. Charles Goode was joined by Mr. Durrant, of London, and Mr. W. H. Tite, who had been connected with the Adelaide concern for nearly thirty years. The firm of Goode, Durrant, Tite, & Co. was prosperous from the first. Changes in its style were necessitated by the withdrawal of the junior partner, and its formation into a limited-liability company, but the essential elements of push, enterprise, and business probity have never altered. Each removal to a new

locale has indicated growth and provided facilities for doing a larger trade. Mr. Goode was never the man to wait for business to come to him when it could be had for the seeking, and was, in fact, the first commercial traveller in the State, carrying samples over unmade roads at a time when railways were unknown. Throughout a long and useful life he has maintained the characteristics which enabled him



GOODE, DURRANT, & CO.'S WAREHOUSE, PERTH.



GOODE, DURRANT, & CO.'S WAREHOUSE, ADELAIDE.

to go ahead, and have contributed so largely to the success of himself and his associates. In addition to its new and splendid warehouse in Grenfell Street, Adelaide, the firm has a large establishment at Perth, to which extensive additions have recently had to be made, and the registered office of the Company is at Milton Street, London, E.C. The report presented to the annual general meeting which was held there in October, 1906, stated that gradual and steady advances were being made in both branches year by year, and that the entire organization was in efficient working order. The balance-sheet amply justified this statement. The net pro-

fits of the year provided for a dividend of 10 per cent. on the subscribed capital, and the transfer of a still larger amount to the reserve fund, bringing that account up to £5,000 over the amount standing to the debit of goodwill. The Company is manifestly in a sound and flourishing condition.

CHARLES H. GOODE, of the firm of Goode, Durrant, & Co., was born in the year 1827, at Hinton, Herefordshire, England, and at the age of twelve years was apprenticed to a drapery business in Hereford. Having served his indentures, he proceeded to London in 1845, where he remained for nearly four years. In April, 1849, Mr. Goode arrived in South Australia, and in conjunction with his friend, the late Mr. Thomas Good (who afterwards became his brother-in-law), opened a general soft-goods business in Kermode Street, North Adelaide. Upon the retirement of Mr. T. Good, Mr. C. H. Goode was joined by his brothers, Messrs. Samuel and Matthew Goode; and during the thirty years that this connection continued a steady expansion of business took place, which resulted in the establishment of warehouses in Rundle

Street, Stephens Place, and Grenfell Street, in the city, and ultimately extended over most of the settled districts of South Australia. The partnership of Goode Brothers was dissolved in 1882, and Mr. C. H. Goode then joined with Mr. W. H.



GOODE, DURRANT, & CO.'S PREMISES, KALGOORLIE.

Durrant, of London; and some years later, upon the entrance of Mr. W. H. Tite into the business, the firm became Goode, Durrant, Tite & Co. In 1894 Mr. Tite retired, and the former title of Goode, Durrant, & Co. was resumed, the old trade connection was augmented, and the firm still carries on a most successful and progressive business. Branches

of these an incident of some interest occurred. While voyaging through the Red Sea the vessel stuck fast at a dangerous angle on the Shah Buryer Reef, and the passengers were rowed to the Island of Myetta, where they remained for four days on scanty fare, and in much discomfort, until the steamer was refloated. This was in 1859, and Mr. Goode remained in England on this occasion for four years. Shortly after his return to South Australia, in 1863, he stood for the constituency of East Torrens in the House of Assembly, and was elected, obtaining the largest number of votes that had up to that time ever been

polled in South Australia. In 1866 he resigned his seat in Parliament, and took to the roads as a commercial traveller on behalf of his firm. His reason for this step was that, in consequence of the civil war in America, a serious drop in cotton threatened ruin to South Australian soft-goods merchants, which involved considerable loss to many others also. By the exercise of keen insight and industry the house of Goode Brothers maintained its commercial standing during this period, and its reputation was consequently enhanced.

In 1867 he again proceeded to England, and took over the control of the London branch of the business, not returning to South Australia until 1879. Nine years elapsed before his next visit to England, on which occasion he remained in the old country

eight months. Mr. Goode's influence has extended over a far wider scope than that offered by commercial life alone, and the cause of the afflicted, poor, and suffering is very near to his heart, while all measures for the uplifting of humanity, and the placing of higher ideals before men and

women, as well as the cause of the young, have ever commanded his warm and practical support. While in London, between 1867 and 1879, he filled the position of Treasurer in Dr. Landel's Church, Regent's Park, London, and was a member of the committee of public institutions, including the original Field Lane Ragged Schools and Regent's Park College. In South Australia he has sat on several Royal Commissions, among them the Destitute Act Commission, whose sittings extended over two years; and he is at present a member of the governing body of the State Children's Council, which arose out of this Commission. He was President of the Y.M.C.A. in 1880-81, and again in 1894-5, and among Sunday-school teachers has earned the name of the "G.O.M.," having devoted himself for some fifty years



Hammer & Co.,

Adelaide.

MR. CHARLES H. GOODE.

to this important branch of Church work, for over a quarter of a century being President of the Young Men's Bible Class at the Flinders Street Baptist Church, Adelaide. He is Chairman of the North Adelaide Institute, and a member of the Committees of the Children's Hospital, the Belair Retreat, the Convalescent Home, and the Strangers' Friend Society, while he played a very prominent part in the establishment of the Royal Institution for the Blind, of which he is President. Mr. Goode has been for many years a life member of the South Australian Commercial Travellers and Warehousemen's Association. He was appointed on the Trust when the late Mrs. James Brown,



GOODE, DURRANT, & CO.'S PREMISES, BROKEN HILL.

have been established in London, Broken Hill (New South Wales), and Perth and Kalgoorlie (Western Australia), and the house is regarded as one of the leading concerns of the State. Mr. Goode has paid several visits to England in the interests of his business, and upon the first

the widow of a prominent South Australian pastoralist, bequeathed the sum of £100,000 to found an institution for the support of orphans, crippled and aged blind, and also for consumptives, in memory of her late husband. "Kalyra," at Belair, for the latter class of sufferers, and Estcourt House, near The Grange, for crippled children and aged blind, were the result of this Trust; and upon the death of the late Mr. A. Adamson, Mr. Goode was appointed Chairman of the Board. He has been an earnest supporter of the Blind, Deaf, and Dumb Institution, and is on the Committee and is Chairman of the Adult Deaf and Dumb Mission. He has greatly interested himself in Foreign Missionary work, and his truly catholic spirit leads him to extend his beneficence over many fields.

HENRY HEALE, J.P., managing director of Messrs. Goode, Durrant, & Co., Limited, was born at Barnstaple, Devonshire, England, and acquired his scholastic education in his native country. He entered upon a mercantile career with the firm of Messrs. James Shoolbred and Co., well-known drapers and universal providers, Tottenham Court Road, London, with whom he remained for seven years. His introduction to Mr. C. H. Goode took



Hammer & Co., Adelaide.

MR. HENRY HEALE.

place in London, in 1878, and in the following year he arrived in Adelaide, and became associated with the firm of which that gentleman was the senior partner. When later

on the firm of Goode Brothers dissolved, and Mr. C. H. Goode established the present business, in conjunction with Mr. Durrant, of London, Mr. Heale proceeded to England as buyer for the new firm, and subsequently made a second trip in 1895. Shortly after his return the concern was converted into a limited-liability company, and in 1902 Mr. Heale was appointed to his present position of one of the managing directors, and has retained this post ever since. He took an active interest in the Commercial Travellers' Association, and was one of the conveners of the meeting which was called with the object of amalgamating this body with the Warehousemen's Association. The present very flourishing condition of this club is partly due to the efforts and assistance, both monetary and otherwise, of Mr. Heale on its behalf, and the thanks of the members are due to him for his never-failing support of the institution. He was married in 1878 to a daughter of the late Mr. H. Saunders, of Kingsland Road, London, and has two daughters and one son, the latter being in the employ of the Company at its branch in Perth, Western Australia. Mr. Heale resides at "Devonia," Harrow Road, St. Peters.

CHARLES FRANK CHENNELL, Director of the firm of Messrs. Goode, Durrant, & Co., Limited, Grenfell Street, Adelaide, was born at Saffron Waldon, Essex, England, in the year 1856, being a descendant of the old family of Chennells, of Guildford, Surrey, England. He received his education at Guildford Castle school, and upon its completion, served his apprenticeship to the woollen trade at Sheffield and Manchester. He then proceeded to London, where he became associated with some of the leading woollen houses of that city, at the end of this period returning to the north of England for a short time. Here he was offered a partnership in the firm in which he had served his indentures, but owing to ill-health was obliged to sever his connection, and in 1880 left England for South Australia, making the voyage by a sailing ship. In Adelaide he entered the employ of Goode Brothers, and remained with them until the present firm of Messrs. Goode, Durrant, & Co. was established, when he became identi-

fied with the latter concern. Mr. Chennell has passed in turn through all the grades of the business, being first of all assistant, then employed in the outside work as traveller, subsequently becoming manager of a department, and ultimately receiving the appointment of Direc-



Hammer & Co., Adelaide.

MR. CHARLES FRANK CHENNELL.

tor of the Company. Mr. Chennell has for many years been a member of the Commercial Travellers' Association. He has given a considerable amount of time to Sunday-school work, and has acted as Superintendent of three Sunday-schools in the Congregational denomination. He was married in 1886 to Kate Constance, daughter of Mr. William Beaney, of North Adelaide, and has a family of four sons and two daughters. He resides at Medindie.

WILLIAM LOWE, Director of the firm of Goode, Durrant, & Co., Limited, Perth, West Australia, was born on November 26, 1862, at the Burra, South Australia, being a son of the late Mr. G. R. Lowe, of Adelaide. He acquired his educational training at his father's school at the Burra, and made his entry into commercial life in 1877, when he joined Messrs. Saunders & Coxall, millers, of Yarcowie, and subsequently became identified with the firm of Barker & Co., storekeepers, of the same town. In 1882 Mr. Lowe entered the business-house of Messrs. Goode, Durrant, & Co., and, three years later, proceeded to Broken

Hill, where he remained in charge of the Company's operations at that branch for about nine years. In August, 1895, he was transferred to the Western Australian house of the same firm, where he has continued



MR. WILLIAM LOWE.

ever since. Mr. Lowe, who is now a Director of Goode, Durrant, & Co., controls the West Australian business of the Company from its headquarters at Perth. His private address is "Longreach," Cottesloe, Western Australia.



GOOD, TOMS, & CO.'S WAREHOUSE, STEPHENS PLACE, ADELAIDE.

GOOD, TOMS, & CO., warehousemen and importers, manufacturers of clothing, Stephens and Gawler Places, Adelaide, and at Broken Hill (New South Wales). London address, 2, Gresham Buildings, Basinghall Street, E.C. This well-known firm, so long distinguished for its probity and enterprise, was founded in 1872 by the late Mr. SAMUEL TOMS, in conjunction with Mr. Thomas Good and Mr. William Kent, of London. Mr. Toms was born in Dorset, England, in the year 1844, and, when four years of age, came to South Australia with his parents in the ship "Constance." His education was acquired at the late Mr. J. L. Young's famous scholastic institution, and at its conclusion he was for some years with the firm of Goode Brothers, where he obtained a sound commercial training. For some years after opening on his own account in 1872, operations were conducted in King William Street, a new warehouse being built after a time to meet the increasing demands of the trade. Eventually, when still more commodious premises became necessary, the present large and handsome building was erected, which has a frontage of 63 feet to Stephens Place, off Rundle Street, and a depth of 180 feet, and is one of the finest of its kind in the State. Mr. Toms laboured with unceasing energy to secure the success of the enterprise, and, when shortly after the establishment of the business, it was decided to open a branch in London, he paid the first of several visits to the old country in order to supervise that important operation. Although not a public man in the civic or political sense of the word, Mr. Toms took a warm interest in all matters affecting the general welfare of the State, especially such as touched the business world, as Customs, taxation, etc., and was a frequent contributor to the daily Press under the *nom de plume* of "Merchant." In Church affairs he

was prominent, being for several years a respected member of the Anglican Synod; and he was also an active supporter of athletic sports, being vice-president of many clubs



MR. SAMUEL TOMS.

(including the North Adelaide Cycling Club), cricket, perhaps, rousing his keenest enthusiasm. He was a life member of the Commercial Travellers and Warehousemen's Association. Before his death, which occurred on January 27, 1907, three of his six sons had been admitted into partnership in the firm, the late Mr. Toms having retired through ill-



MR. WILLIAM KENT.

health in January, 1905. HENRY HOWARD TOMS, managing partner of the firm of Good, Toms, and Co., was born in Adelaide on May 26, 1875, and received his education

at Prince Alfred College. At the age of seventeen he entered the firm of which he is now the recognized head, and after five years' business



Hammer & Co., Adelaide.

MR. HENRY HOWARD TOMS.

experience in the city of his birth, proceeded to England, and went through a course of training at the London office. Returning to South Australia, he was admitted as a partner in the firm in February, 1903, and under his careful management the Company has developed into one of the largest and most



Hammer & Co., Adelaide.

MR. ERNEST SAMUEL TOMS.

successful in the State. Mr. H. H. Toms, who, like his father and brother, is a true worker, does nothing by halves. He is as great an enthus-

ias in cricket, motoring, and in billiards as in business, and his genial disposition and social gifts have won for him a wide circle of friends. **ERNEST SAMUEL TOMS**, eldest son of the late Samuel Toms, was born in Adelaide in 1872. Educated at St. Peter's and Prince Alfred Colleges, upon leaving school he entered the warehouse of his father, and has been associated with the business ever since. Mr. E. S. Toms devotes the whole of his time to the claims of commercial life, and has proved himself a worthy successor to the honourable and enterprising founder of the flourishing firm. In former years he evinced considerable interest in the national game of cricket. He married, in 1898, a daughter of the late Mr. G. F. Ind, of Paradise, and has one son.

FRANK STUCKEY TOMS was born at Adelaide in 1873, and received his education at Prince Alfred College. He entered the firm of Good, Toms, & Co., in 1889, and undertook the management of the dress department. In January, 1903, he became a partner in the firm, but retired in 1907, and purchased the Koonunga Estate, near Kapunda, where he is now engaged in sheep-raising and other kindred pursuits. Several years ago Mr. Toms established a number of important cycling records, including the ride from Adelaide to Melbourne, and, although he no longer seeks to register fresh records, he still retains his connection with this favourite outdoor pastime, being a Trustee and Vice-President of the North Adelaide Cycling Club. He played for many years with the Adelaide Polo Club, and was a frequent participator in first-class matches. He was also an enthusiast in the hunting-field, having followed the Adelaide hounds for several seasons, and has been a successful exhibitor of horse stock at the Shows

held by the Royal Agricultural and Horticultural Society. Mr. Toms has, on many occasions, contributed to the Press under the *nom de plume* of "O.B."

MATTHEW GOODE & CO., LIMITED, warehousemen, Stephens Place and Gawler Place, Adelaide, and Broken Hill, and at 24, Coleman Street, London. This important mercantile establishment was founded by the late **MATTHEW GOODE**, who was for many years a leader in the Adelaide commercial world. Born at Hampton Charles, on the borders of Herefordshire and Worcestershire, in 1820. at the close of his educational course he became associated with the drapery trade in London, following his brother, Mr. C. H. Goode, to South Australia, in 1852. He joined the latter in partnership in a flourishing drapery business at Ker-mode Street, North Adelaide, which grew so rapidly that the firm subsequently removed to larger premises in Rundle Street, Adelaide. A further removal was made to Stephens Place, and a very large wholesale business was successfully carried on. About 1870 large warehouses were established in Grenfell Street. Twelve years later the part-



Photo by H. Krischock.

MATTHEW GOODE & CO.'S WAREHOUSE, GAWLER PLACE.

nership was dissolved, and Mr. Matthew Goode became sole proprietor of the concern, which had reached large dimensions. Upon his death, which occurred in 1901, the business was turned into a limited-liability company. The late Mr. Goode was elected a member of the Adelaide City Council in 1873, and during the two years that he filled the office of councillor interested himself warmly in matters of sanitation and financial reform. He was a strong advocate of freetrade and federation. When the present educational system was introduced into South Australia he was one of the Secretaries of the League, whose aim was to make it secular, compulsory, and free. Mr. Goode was prominently identified with philanthropic work in the State. He was one of the founders of the first Bush Mission to the Aborigines, for a lengthy period acted on the Committee of the Adelaide City Mission, and was also a member of the Committee of the Adelaide Branch of the London Missionary Society. He was connected with Stow Congregational Church, and was a lay preacher in the Congregational denomination. The managing Directors of the Company in Adelaide at the present time (1907) are: Messrs. S. H., E. F., and M. A. Goode; and Mr. A. Tregenza is the Direc-



Hammer & Co.,

Adelaide.

MR. ERNEST FRANCIS GOODE.

tor in London. EDWARD FRANCIS GOODE, the Chairman of Directors, is the second son of the late Mr. Matthew Goode. He was born in Adelaide in the year 1863, and

at the close of his scholastic course at Prince Alfred College proceeded to London, where he spent three years in gaining commercial experience. Returning to Adelaide he entered the firm of Messrs. Matthew Goode & Co., and subsequently became the Chairman of Directors. Mr. Goode is a member of the South Australian Chamber of Commerce, and has been associated with the Commercial Travellers' Association. He was married, in 1888, to Emily Annie, daughter of Mr. Robert Burden, of Kadina, and has a family of three sons and one daughter.

HASTE & CO., importers and general merchants, Gawler Place, Adelaide. This important business firm was originally established in Rundle Street, Adelaide, between twenty and thirty years ago, removing to Gawler Place in 1889, and attaining its present title in 1896. The premises are commodious, comprising three floors and basement, the various departments being well stocked with up-to-date goods of every description, while fresh novelties are continually arriving. The operations of the firm cover a wide area, extending all over the State, considerable transactions also being carried on with Broken Hill, New South Wales. ARTHUR HASTE, the senior partner in the concern, is a native of England, having been born at Gravesend, near London, on June 18, in the year 1864. When only two years of age he was brought to South Australia by his parents, his father, the late Mr. Robert Haste, having entered into an engagement with the proprietors of *The Register* newspaper to fill a position on the composing staff of that journal. Mr. Haste, sen., died in 1879. In the previous year, his only son, Arthur, the subject of this notice, having completed his educational training at the well-known Grote Street Model School, under Colonel Madley (now Inspector of Police), and Mr. Clark (Inspector of Schools), had obtained a position as errand boy in the firm of which he is now the senior member. His connection with the business is, therefore, of more than twenty-eight years' duration, and in his steady climb to the topmost rung of the ladder he has gained a wide experience and expert knowledge of the trade, being intimately acquainted with the detail work of every department. All the affairs of the

firm are under the personal supervision of Mr. Haste and his two able partners, Messrs. Gratton and Fisher, and the business is of a continually expanding character. Mr. Haste is an influential member of the Kent Town Methodist Church. He was married in Ade-



Hammer & Co.,

Adelaide.

MR. ARTHUR HASTE

laide, in 1889, to Minnie, daughter of the late Mr. W. T. Elliot, of the South Australian Civil Service, Mrs. Haste having been connected with the Educational Department. The family consists of one son and two daughters, their residence being "Roslyn," Rose Park.

ERNEST POOLE GRATTON, of the firm of Haste & Co., importers and warehousemen, Gawler Place, Adelaide, was born at Bristol, England, on January 16, 1870. He received his education primarily at Birmingham, coming at the age of twelve with his parents to Adelaide. After two years' private tuition, Mr. Gratton completed his education at the Sturt Street public school, and afterwards entered the firm of Good, Toms, & Co., as junior, subsequently being appointed manager of the millinery and lace department. He was engaged by the firm of Haste & Co. to open up a similar department in their large establishment in 1905, and, having bought an interest in the business, has continued ever since as a partner, controlling his particular branch of the trade with ability and success. Mr. Gratton travels extensively for the house, and is well known throughout South Australia.

He belongs to the Masonic Order, and is a member of the Y.M.C.A. He has considerable musical ability, and has been organist of many Churches. Mr. Gratton was married, in 1900, to May, daughter of Mr. Mephan Ferguson, the well-known engineering contractor, of Victoria, and has one son and one daughter.

HARRY FISHER, partner in the firm of Haste & Co., importers and warehousemen, Gawler Place, Adelaide, was born at Adelaide on February 18, 1874. He received his scholastic training at the Rev. W. S. Moore's school in Pulteney Street, and, upon its conclusion, entered the warehouse of Harris, Scarfe, & Co., and remained there for eighteen years, during which period he passed through all the departments. The wide experience and excellent training thus gained enhanced his commercial reputation, and he eventually became associated with the house of Haste & Co., as partner. The firm carries on an extensive business in fancy goods and glassware, and it is mainly to the conduct of these departments that Mr. Fisher devotes his wide knowledge, besides having the supervision of the inside sales of general goods of every description. Seven travellers are constantly employed by the firm for the outside work in this State. Mr. Fisher resides at Victoria Avenue, Rose Park.

GEORGE LOUIS MUELLER, general importer, indenter, and manufacturers' agent, 96, Currie Street, Adelaide. This business was established in 1884 by Mr. G. L. Mueller, who was born at Hessek, Cassel, Germany, in 1858, and received his education in his native country. He came to South Australia when thirteen years of age, and went on a sheep and cattle station on the Barrier Ranges, where he remained for some years. Mr. Mueller was then engaged by the firm of Coles & Goodchild, auctioneers, etc., at the Burra branch of their business, but relinquished this employ in 1881, and came to Adelaide, where he was for a time associated with the firm of H. L. Vosz, the well-known oil merchants in Rundle Street. He relinquished this position in 1884 to establish the present business, which he has carried on ever since with marked success, the growth of the concern having been

of a uniformly steady and satisfactory character. Mr. Mueller, who is a large importer of every class of general merchandise, has representatives in London, Hamburg, Antwerp, and Bremen. Mr. Mueller belongs to the Masonic craft, of which



Hammer & Co., Adelaide.

MR. GEORGE LOUIS MUELLER.

he is a most prominent member. He is a Past Master of the German Lodge in Adelaide, and was one of the founders of the Earl of Euston Knights Templars, Norwood, the Rose Croux, Norwood; and St. Peters Blue Lodge. He belongs to the Supreme Grand Council of England and Wales of the 33rd Degree, thus holding a very high position in Freemasonry. Mr. Mueller resides at "Norfolk House," Walkerville Road, St. Peters, and takes a great interest in all social functions of the district, being also a member of the School Board of Advice. He was married, in 1884, to Ellen, daughter of Mr. H. C. Quick, of Marden, South Australia, and has a family of four sons and two daughters.

F. H. FAULDING & CO. The firm of F. H. Faulding & Co., which has its headquarters in Adelaide, with branch establishments in Western Australia, New South Wales, and London, and agencies in South Africa and India, is the oldest wholesale drug-house in Australia. It was founded in 1845 by Mr. Francis Hardey Faulding, who was an English chemist, hailing from Yorkshire. Shortly after reaching Adelaide, he commenced business as

a chemist and druggist in Rundle Street, and succeeded so well that in 1845 he purchased a valuable site in Clarence Place, off King William Street, where he erected a warehouse which is still utilized for the purposes of business. In 1861 Mr. L. Scammell, who, for some time had been engaged in business as a chemist and druggist at Port Adelaide, entered into partnership with Mr. Faulding, who, shortly afterwards, left South Australia on a visit to his native country. Mr. Faulding subsequently returned to the colony, and died in November, 1868, at the comparatively early age of fifty-two years. The handsome vault, which is his final resting-place, is one of the conspicuous features of the West Terrace Cemetery. As the sole proprietorship thus fell into Mr. Scammell's hands he took into partnership Messrs. Robert



Duryea,

Adelaide.

MR. L. R. SCAMMELL.

Foale and Philip Dakers. The latter gentleman undertook the buying for the firm in England, went to London, secured premises at Gresham Buildings, Basinghall Street, E.C., and represented the house there till 1888. Both Mr. Scammell's partners have since then passed away, and, being desirous of relief from the anxieties of business after twenty-seven years of management, he handed the conduct of affairs over to two of his sons—Messrs. W. J. Scammell and L. R. Scammell—on January 1, 1889. The arrangements thus carried into effect had long been contemplated, and the education of the new partners had

been conducted in view of their being placed in control of the business. They received instruction from Mr. John Muter, the well-known scientist, passed the examination of the Pharmaceutical Society of London, and are qualified to practise pharmacy in England. Mr. W. J. Scammell is an English registered pharmaceutical chemist, having passed the major examination at Bloomsbury Square; Mr. L. R. Scammell, after passing his qualifying examination, served a considerable time in the analytical department of the Kensington Laboratory, and is a Fellow of the Chemical Society of London. Until 1876 the business of the firm was carried on in the Clarence Street warehouse, but Mr. Scammell, having fortunately been able to secure the King William Street property, a handsome three-story building with extensive cellarage was erected. Though every effort has been made to utilize all available space, the premises are inadequate for the rapidly-growing business of the firm, of which Mr. E. Lipsham is warehouse manager. The London office was closed for

some time after the death of Mr. Dakers, but, no other course being equally satisfactory, the branch was re-opened in 1900. It now includes premises at 54, Great Tower Street, London, E.C., and a bulk store and factory at 68, Newington Causeway, South London. The branch is under the management of Mr. W. T. Treadway, and is thoroughly well known in the drug trade of the old world. An agency was established at Perth, Western Australia, about 1890, but the expansion of business within a few years necessitated the erection of premises for a well-equipped branch. An excellent site was obtained in Murray Street, and a handsome warehouse built; but further extension became necessary, and, in 1905, an adjoining frontage of 50 feet having been secured, the required additions were made. The branch was ably managed from the first by Mr. W. W. Garner, who afterwards became a member of the firm. The firm has not entered into the wholesale drug and chemical trade in New South Wales, but has restricted itself to the sale of its numerous and highly-appreciated proprietary preparations. For this purpose, it has a branch, factory, and bulk stores in Sydney, under the management of Mr. J. P. Gold; and a depot at Newcastle. In South Africa the firm is represented by Messrs. Apsley, Pellatt, and Co., of Johannesburg; and in India by Mr. James Carney, of Mazagon, Bombay. Throughout Australasia, in England, South Africa, India, and elsewhere, Faulding and Co. has acquired a high reputation, both for its business management and the articles bearing the name of the firm as manufacturing chemists. A catalogue of its specialties would be lengthy, but three of them may be named as having won world-wide re-

cognition, viz.—Faulding's Milk Emulsion, Eucalyptus Oil, and Solypsol Soap. In this connection it may be mentioned that *Faulding's Medical and Home Journal*, an illustrated monthly, ably edited by Mr. W. J. P. Giddings, who is a Fellow of the Institute of Journalists



Hammer & Co.,

Adelaide.

MR. W. J. SCAMMELL.

(London), has gained for itself an exceptional, if not unique, position and influence.

A. M. BICKFORD & SONS, LIMITED, wholesale manufacturing chemists and druggists, importers of surgical, veterinary, and dental instruments and appliances, 42, 44, 46, Currie Street, Adelaide. A great deal of interest is attached to the history of this well-known firm of druggists of South Australia. The founder of the business (the late Mr. William Bickford) arrived in the colony in the year 1839, with the intention of starting sheep-farming. Before leaving his home in Devonshire he received glowing and Utopian accounts of South Australia, but on arrival he failed to realize his hopes. The high prices asked by owners of cattle and sheep caused him to turn his attention to the business he had followed in the old country, that of a chemist, and he sent to England for a stock of drugs and sundries. Then he opened the first druggist shop in Adelaide. He was very successful, and many of the preparations which he introduced are made up and sold to this day. At the early age of thirty-five, after an illness of three days, he died. This



Photo by H. Kriehock.

F. H. FAULDING & CO.'S PREMISES, ADELAIDE.

was on September 11, 1850, and Mr Bickford left a widow and five children. After his decease the business was carried on for some years in Hindley Street by his widow, Ann Margaret Bickford, ultimately passing into the hands of her sons, Messrs. William and Harry Bickford, who carried on the concern under the title of A. M. Bickford & Sons. Subsequently the retail business in Hindley Street was sold, and the firm continued their business of the wholesale and manufacturing, removing to their new premises in Currie Street, which were built for them thirty years ago. Ten years later, the business increasing, they took over the adjoining building, which formed the offices and stores of Messrs. E. Laughton and Co. In 1905, business still increasing, it became necessary to occupy a third building. This was made possible by the termination of the lease held by Messrs. J. H. Sherring and Co. Formerly the counting-house was very cramped for accommodation, and immediately in its rear was a show-room which could not do justice to the collection of goods that it was desirable to display. Now the whole of the building which was used as a counting-house and show-room is set apart for the former, and on the eastern side is a room of similar size, which forms part of the premises lately taken over by Messrs. Bickford, and has been converted into a very commodious show-room. Here are arranged some very handsome show-cases, which are filled with surgical instruments and goods which are particu-

larly used by the medical profession. Previously the show-room had to be used for other purposes than those of display, but now the order and packing-rooms are situated at the rear, so that the front room need only be used for the purpose

eastern end of which a number of girls are employed in wrapping the proprietary medicines, which are prepared in a large way by the firm. In other parts of the room there are men busy in attending to their manifold duties, and two dressing-rooms fitted with the necessary conveniences are placed at the northern end of the room for the use of the employes. An archway leads to another large room, in which is placed an extensive stock of drugs. Counters are fixed on both sides of the room, and here may be seen a number of assistants making up proprietary and other medicines. The wet and dry drugs are kept separate, and specially-arranged cupboards



Hammer & Co.,

Adelaide.

MR. WILLIAM BICKFORD, SENIOR.

for which it is required. What is known as the order-room presents a very busy appearance, for a section of the employes are ever diligent in making up the orders of the firm's customers, and on the goods being made up they are sent to the adjoining "packing-room," where they are placed in cases, and put on trolleys waiting at the door. Upstairs are situated the drug-rooms, at the



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MR. HAROLD BICKFORD.

contain the more expensive drugs. This room is well-lighted, and the arrangements for making-up the multitudinous medicines seem to be perfect. Adjoining is the laboratory, the only fault of which is that its accommodation is far too limited for the extensive manufacturing business. This will, however, soon be remedied, for the firm intends to build a new laboratory at the back, and to have it fitted up with the latest improvements in steam and other apparatus. The present laboratory answers the purpose of making up all pharmaceutical preparations, and the visitor is afforded an opportunity of seeing for himself the extent of a large manufacturing business such as that of A. M. Bickford & Sons, Limited. In the top storey of the building all the bottles are stored, and in one very



Photo by H. Krischock.

A. M. BICKFORD & SONS' PREMISES, CURRIE STREET, ADELAIDE.

spacious room are kept a lot of drugs, including a large variety of herbs and heavy chemicals. Along the walls shelves and bins have been fixed, and on the former are placed large tin canisters of colonial manufacture which are set apart for the storage of herbs. The basement is devoted to the storage of rubber goods, and what are known as "drug-gists' sundries." In the western end are placed glassware, earthenware, chemical apparatus, and a few heavy drugs which it is desirable to keep cool. All the flats are connected by lifts, and the management appears to have done all in its power to make the premises at its disposal a perfect warehouse.

EDWARD SPICER. Few of those who knew Mr. Edward Spicer during the latter half of the nineteenth century as one of the most successful merchants of Adelaide had any idea of the trying and adventurous experiences of his earlier years. It was possible to sit with him day by day in his office in Currie Street, and to constantly meet with him for the transaction of business in front of the Exchange without encountering a suggestion at all reminiscent of perils by flood and field that would constitute a thrilling chapter of South Australian romance. Mr. Spicer was a Londoner by birth, his natal day being January 1, 1817, and when twenty-one years of age he emigrated to South Australia in order to start sheep-farming. On arrival he found this to be practically impossible, for sheep landed at Holdfast Bay would have cost £2 to £3 apiece, and the price was prohibitive. Thereupon Mr. Spicer bought an allotment in Currie Street, for which he paid £20, and with his own hands assisted to put a two-roomed cottage upon it, giving £20 more for the materials. Another pioneer here recorded that "work—hard work—was the order of the day" for the pioneer citizens, and so Mr. Spicer proved. Among other things, water for his building had to be dragged in a barrel from the River Torrens. The ailment of the squatter was still upon him, and not long afterwards he took up an extensive area immediately south of the city as a sheep-run. The South Road traverses this tract of country, and, four miles out, the pretty village of Edwardstown bears the name of Mr. Edward Spicer, its

founder, who sold his Adelaide cottage, married, and established his residence there. The year after his arrival in South Australia he proceeded, with others, to Sydney to purchase sheep, for which the price paid was £1 per head, and then they had to be travelled the long journey of 2,000 miles or more overland. Mr. J. W. Bull, in his "Early Experiences of Life in South Australia," has given a plain, unvarnished account of the difficulties that had to be overcome, and the perils that were encountered in bringing cattle and sheep to South Australia from the older settlements in New South Wales. The party to which Mr. Spicer belonged had its full share of these troubles and dangers. The route that was chosen followed the course



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Adelaide.

MR. EDWARD SPICER.

of the Murrumbidgee to its junction with the Murray, and then along the banks of the river to the North-West Bend. The rate of travelling was necessarily slow, being governed by the pace of the sheep, and six months were consumed in the journey. The country traversed was an uninhabited wilderness, save for tribes of blacks, against whose predilection for stolen mutton it was necessary to be constantly on the alert. From the North-West Bend it was necessary, or considered necessary, to strike across to the ranges, a distance of nearly thirty miles. The month was January, and those who have travelled along the railway line from Eudunda to Morgan in the hottest month of the

year may faintly imagine what travelling sheep over those arid plains under a broiling sun was like. For want of water the sheep became unable to travel, and the entire outfit was in danger of perishing by thirst. A section of the party was sent to seek for supplies, but the delay was so long that those who were left behind, among whom was Mr. Spicer, had to abandon the flocks and follow their comrades' tracks to save their lives, and met the returning drays when they were almost at the last gasp. Left to their own guidance, the sheep had returned to the river, but about 600 were lost, many of the number having been killed by the blacks. Eventually, after further adventures, the party reached the River Light, where 1,000 sheep were sold for £2 a head, the remainder divided, and Mr. Spicer took his share to stock his run at Edwardstown. This adventure came to a close in 1840, when times were good, but financial trouble speedily followed, and thereafter a vigorous policy of settling the people on the land was entered upon. Mr. Spicer's run was thrown open to farmers for selection, and though he purchased seventy acres of it, he had to move further afield with his flocks. Following an ancient example, he "went out" to find room for his increasing stock. First to the Willunga Ranges, then to Middleton (near Port Elliot), and afterwards across the Murray to the South-East, and on to Maria Creek, not a great way from Kingston, he journeyed. There he suffered, as did other pioneers, from the novel but destructive malady known as "coast disease," for which the only sufficient remedy is to remove the sheep to different pasture. After a few months' experience, Mr. Spicer transferred his belongings to country near the Murray, and finally sold off. His next venture was to purchase the Poonindie run on the west coast of Spencer Gulf, which he stocked with sheep, and, in connection with it, took up 150 square miles of country; but in 1851 he disposed of all his station property and prepared to take a trip to England. During the thirteen years which had elapsed since his arrival he had well earned the character of a bold, courageous, and successful pioneer. Although many years afterwards Mr. Spicer acquired an interest in pastoral properties, a new chapter in his life began with

his visit to England, and the old one was permanently closed. Returning to Adelaide, he gave himself chiefly to commerce, became one of the financial merchants of the city, did an extensive indent business, and for years was one of the largest importers in South Australia. His shrewdness and sagacity were unsurpassed, and his known integrity was such as to invite and justify confidence. The simple habits formed in early life clung to him throughout his career, and no man handled large concerns with less ostentation. His business career was most remarkable, in that he never gave an acceptance in his life, nor had an overdraft of one shilling at his bankers. He transferred much of his business responsibility to his son, Mr. E. H. Spicer, many years before his death, and thenceforward lived a comparatively retired and peaceful life until his death in 1906. Mr. Spicer carried his ideas of simplicity into his domestic circle and public relations. He retained his quiet home at Edwardstown for about half a century, and only left it for one nearly as quiet, but more convenient in situation, at Rose Park. He shrank from prominence in either civil, political, or religious affairs, but exerted no little influence in all three. He was averse to seeing his name in a subscription-list, but was ready to give generously to a worthy cause, and distributed considerable sums during his lifetime, of which the source was known only to a very few. Those who approached him with requests found that the one essential thing was to satisfy his judgment as to the merits of the case, and then the rest was easy. Among the gifts which could not be hidden were those to Prince Alfred College and the handsome Methodist Church at East Adelaide, and of several substantial cottages to be used by aged ministers of the same denomination, to which he belonged.

The late EDWARD HENRY SPICER, retired merchant of Adelaide, was a native of South Australia and a son of the late Mr. Edward Spicer, an early pioneer, whose biography also appears in these pages. He was born on his father's estate at "Poonindie," near Port Lincoln, on March 3, 1848. This station was afterwards sold by his father to Archdeacon Hale, for use as a missionary station. Mr. Spicer received

his elementary education at Mr. J. L. Young's School, Adelaide, and at Mr. John Whinham's Academy, completing his scholastic studies at the Rev. D. J. H. Ibbotson's St. John's Church School, Adelaide. As a youth he entered upon a commercial life in his father's office, ultimately being taken into partnership with his father and his uncle, Mr. George Spicer, and on the retirement of the late Edward Spicer from active business life, he continued to carry on the firm, in conjunction with his uncle. On the death of Mr. George Spicer, that gentleman's son George was taken into partnership, the business being carried on with considerable success until 1904, when Mr. E. H. Spicer retired owing to ill-health, brought on by over-devotion to work. All through his career he taxed himself to the utmost, and had to relinquish active life for the sake of his health. In 1878 he married Jessie Elizabeth, daughter of the late Mr. William T. Mortlock, a well-known sheep-farmer, and also a member of the House of Assembly of South Australia, 1896-1899, and a very old Port Lincolnite. Mr. Spicer's wife died in 1893. Mr. E.



Hammer & Co.,

Adelaide.

MR. EDWARD HENRY SPICER.

H. Spicer died on December 4, 1906, at Kioto, Japan, whither he had gone for the benefit of his health.

JAMES RICHARD FOWLER, M.A., of D. & J. Fowler, Limited, merchants, of Adelaide, Fremantle, and London, was born at Mitcham, near Adelaide, in 1865. He is the

eldest son of the late Mr. George Swan Fowler, who came to South Australia about 1863, and entered into the business which had been founded by his brothers David and James several years previously. Mr. James Fowler died in 1859, and in the early sixties the brothers



Woodbury,

London.

MR. JAMES RICHARD FOWLER.

David and George saw their opportunity of establishing a wholesale grocery business, which has extended until, with all its factories, branches, etc., it has become one of the largest concerns of the kind in Australia. Mr. J. R. Fowler received his early education at Prince Alfred College, Adelaide. Hence he proceeded to Amersham Hill School, near Reading; in 1883 he entered at St. John's College, Cambridge, and three years later, with honours in Historical Tripos, received his B.A. degree. In 1892 he became a partner in the firm of D. & J. Fowler. Mr. Fowler, however, retains his interest in scholastic pursuits. He is a member of the Council and Chairman of the Board of Commercial Studies in the University of Adelaide, and is one of the Board of Governors of the Public Library, Museum, and Art Gallery. In 1892 he married a daughter of Mr. William Murray, and has a family of three sons.

SAMUEL JOSHUA JACOBS, merchant, President of the General Council of the Chambers of Commerce of the Commonwealth (1903-4), is the son of Mr. Charles Jacobs,

founder of the firm of Charles Jacobs and Sons, merchants, of Adelaide, who arrived in South Australia in the early forties. Mr. S. J. Jacobs' early educational studies were pursued at Adelaide, under the direction of Mr. J. L. Young. In 1871 he proceeded to Geelong College, Victoria,



Hammer & Co., Adelaide.

MR. SAMUEL JOSHUA JACOBS.

and subsequently matriculated at the Melbourne University. He then entered upon the study of the law, and, five years later, having served his articles with a Melbourne firm of solicitors, was called to the Victorian Bar. Returning to Adelaide in the same year (1876) he was admitted to practise at the Bar of the Supreme Court of South Australia, and was continuously engaged in his profession until 1884, when he became associated with his father's firm, of which he is still a member. Mr. Jacobs is President of the Liquor Trades Defence Union of South Australia, Chairman of Directors of the South Australian Brewing Company, Limited, and has twice been President of the Adelaide Chamber of Commerce. He is also Chairman of Directors of the Castle Salt Company, Limited, and is, perhaps, the most active promoter of the salt industry in Australia, to which, for upwards of twenty years, he has devoted an immense amount of time and attention. Mr. Jacobs has taken a very keen interest in the advancement of commercial education in the State, is Vice-President of the Board of Commercial Studies of the University of Adelaide, and a member of the Univer-

sity Council. As a member of the South Australian Jockey Club Committee, he is widely known in sporting circles. He is a member of the Glenelg Bowling Club, and at the present time occupies the presidential chair of the Bowling Association of South Australia. In 1878 Mr. Jacobs married Caroline, daughter of Deputy-Sheriff Ellis, of Victoria, and has a family of two sons and four daughters. He resides at Glenelg.

WALTER GOOCH, a National Park Commissioner, was born near Paradise, South Australia, on November 10, 1842, he being the youngest son of the late Mr. Charles Gooch, who came to the province in 1839 by the ship "D'Auvergne." He was educated at the Rev. E. K.



MR. WALTER GOOCH.

Miller's and the late Mr. J. L. Young's schools; and at seventeen years of age he entered the service of the National Bank, where he remained for about eight years. In 1867 he entered upon a mercantile career with Mr. Henry Scott, of Eagle Chambers. From 1882 to 1885 he was a Director of the National Bank, and was Chairman of the Unley School Board of Advice for sixteen years. He is a warden of the Belair Church of England, and the representative on the Diocesan Synod of the Coromandel Valley Church. Mr. Gooch resides at "Tooroo," Belair. He has been identified with all movements relating to the advancement of the district, and took a very active part in securing the National Park for the people. Mr. Gooch has been

one of the Commissioners since the appointment of a Board in January, 1892, and, with his colleagues, deserves great credit for the excellent supervision that is given to this beautiful reserve. In 1871 Mr. Gooch married Elizabeth Jessie, a daughter of the late Mr. William Samson, of Adelaide. His family consists of four sons and two daughters. Mrs. Gooch died on March 24, 1905.

WALTER CHARLES SCOTT, member of the firm of Gooch & Scott, merchants, Eagle Chambers, Pirie Street, Adelaide, was born at Monbulla, now known as Katnook, in the South-East of South Australia, in the year 1861, and is the fourth surviving son of the late Mr. Thomas P. Scott, who was identified with the pastoral industry of the colony in its very early days. Mr. Walter C. Scott was educated at the North Adelaide Grammar School, completing his studies at St. Peter's College. While still quite a youth he entered the service of the National Bank of Australasia, and was associated with this institution for five years. In 1884 he relinquished this position in order to join the staff of his uncle, Mr. Henry Scott, and has continued his connection with this firm for



Hammer & Co., Adelaide.

MR. WALTER CHARLES SCOTT.

nearly a quarter of a century. On January 1, 1907, he became a partner in the business, which is now carried on under the style of Gooch and Scott. Mr. Scott is interested in outdoor sports, his favourite recreations being cricket and lawn tennis.

CHARLES HAWKES TODD CONNOR, manager of the Adelaide Milling Company, was born at Dublin, Ireland, and came to South Australia in the year 1853, in the auxiliary steamer "Australia," under the command of Captain Gilmore. He entered the office of Hart & Hughes, merchants, Waymouth Street, Adelaide, with whom he remained for some time. When the mill at Port Adelaide, known as Hart's mill, was completed, and the name of the firm altered to John Hart & Co., Mr. Connor proceeded to Willunga and Yankalilla to buy wheat for the mill. Subsequently, when the wheat-growing area extended northwards, he went on a similar mission to Nuriootpa, and remained in this district until his admission as a partner into the firm necessitated his removal to Port Adelaide. In 1867 he retired from this connection, and engaged in country pursuits, which he relinquished after a few years, and, returning to Adelaide, joined the firm of Morgan, Connor, & Glyde. This business was ultimately amalgamated in the Adelaide Milling and Mercantile Company, whose operations were later taken over by the Adelaide Milling Company, the appointment of manager being given to Mr. Connor, which he still retains. Mr. Connor was a member of the Marine Board, under the Presidency of Captains Douglas and Ferguson; a



Hammer & Co.,

Adelaide.

MR. CHARLES HAWKES TODD CONNOR.

member of the Road Board, the Hospital Board, and a Governor of St. Peter's College. His association with the Chamber of Commerce has extended over many years, particularly

in connection with the Corn Trade Section. He married a daughter of the late Commander Dashwood, and has a family of four daughters and two sons. His residence is at Barnard Street, North Adelaide.

JOHN MARSHALL REID (governing director of the firm of John Reid & Sons, Limited, tanners, curriers, fancy leather dressers, and leather, grinding, and bark merchants, Gresham Street, Adelaide), was born of Scottish parents at Windsor, Victoria, on November 20, 1858. He is the second son of the late Mr. John Reid, a highly-esteemed colonist, who founded the business in 1873. Prior to that year he had been a partner in the firm of Reid Brothers, tanners, Hindmarsh, Dissolving partnership with his relatives, he established the firm of John Reid & Sons, taking his son John from Whinham College, North Adelaide, at the age of fifteen years, and placing him in the business in order that he might master its details. The lad took kindly to his new duties, and studied the whole of the departments in order that he might in future years maintain the reputation of a family which had been tanners for generations. He received his first week's wages of half-a-crown in the establishment which he now governs with such remarkable ability. Shortly after the commencement of the business, his late elder brother, Mr. Peter McGregor Reid, entered his father's employ, and subsequently the two sons were taken into partnership, and the title of the firm was changed to that of John Reid & Sons. The founder of the firm died in 1888, and Mr. J. M. Reid formed the business, for family reasons, into a limited-liability company, under the style of John Reid and Sons, Limited. With their spacious warehouses and offices in Gresham Street, their model and up-to-date works at Hindmarsh, known as the Victorian Tannery, and their bark-grinding mills at Echunga, Mount Torrens, and Second Valley, John Reid & Sons, Limited, is one of the largest firms of tanners, leather, grinding, and bark merchants in the Southern Hemisphere. From treating about fifty hides a week, after the launching of the business, it has increased so rapidly that now over eight hundred hides are turned over in the same period, in addition to large quantities of yearling, calf,

goat, and other skins. The firm has always won kudos for the excellence and variety of its leathers, when exhibited in competition with other tanners' goods. At the Centennial Exhibition held at Melbourne in 1888-9 it was awarded the first prize, gold medal and special men-



Talma,

Melbourne.

MR. JOHN MARSHALL REID.

tion; at the Adelaide Jubilee Exhibition in 1887 it gained first award; at the Indian and Colonial Exhibition, London, in 1886, it secured the bronze medal; and it has carried off the highest honours at numerous interstate Exhibitions. Mr. J. M. Reid has for a considerable time aimed at improving the flaying and lessening the branding of hides. Australia is to a large extent a cattle-raising country, and for years past serious losses, amounting to from 2s. to 3s. a hide, have been sustained in South Australia and elsewhere through the fire-branding of hides. Great loss of money is also caused by producers who have the hides of their cattle badly flayed. In 1906, Mr. J. M. Reid, at his firm's tannery, gave an ocular demonstration to about thirty slaughtermen of the process of producing leather, and pointed out the loss to the butcher, the tanner, and the State in badly-flayed hides. At the annual show of the Royal Agricultural and Horticultural Society of South Australia, held in September, 1906, John Reid & Sons, Limited, and the Adelaide and Suburban Master Butchers' Association, Limited, presented first and second prizes of £3 3s. and £2 2s. respectively for

the best-flayed hide. As an evidence of the esteem in which Mr. J. M. Reid is held by the tanners of New South Wales, he was appointed sole judge of the exhibits in the leather section at the 1906 Easter show of the Royal Agricultural and Pastoral Society of New South Wales. This was the first occasion that a leather court was introduced at an interstate agricultural show, and the innovation was highly appreciated by the trade. Wattle-bark is generally admitted to be one of the finest tanning agencies in the world, and the trade is under a deep debt of gratitude to Mr. J. M. Reid for his untiring efforts to improve this industry in South Australia. In 1901 Mr. Reid was elected a member of the South Australian Chamber of Manufactures (Incorporated), and since then he has taken a very active part in the deliberations of that body. His co-members were so impressed with his exceptional capacity for governing and directing that they, in 1903, unanimously elected him to the high office of President of the Chamber, and he consequently had in that year the directing of the most successful quinquennial exhibition ever held under its auspices. Mr. Reid was twice following unanimously elected President of the Chamber, he thus filling this important position for three consecutive years. Commenting on his eloquent and stimulating annual address, delivered on January 11, 1907, *The Register*, in an appropriate sub-leader, wrote:—"Mr. Reid has, with the fullest good-will of his fellow officers, held the post of President for an unusual term, and during a period of special importance, which has offered many fine opportunities to such an observant, energetic, and alert colonist. Now he has relinquished his Presidential tasks with the appreciation that he has performed them not only with ability, but also with distinction. A man of reflection and study, as well as a man of action, he has delivered several thoughtful addresses, and for his achievements generally he deserves public commendation." During his last term of office Mr. Reid conceived the happy idea of proposing that the Chamber should invite the Governor, Sir George LeHunte, to inspect from time to time leading local workshops and factories. His Excellency readily acquiesced in the proposition, and these vice-regal visits have been most encouraging and stimulating to those controlling our large industrial

concerns, as well as to their assistants. At the annual Conference of the Federal Council of the Chambers of Manufactures of the Commonwealth of Australia, held at Launceston in January, 1906, Mr. Reid was elected Vice-President; and during the latter part of the same year he was unanimously elected President of that important body. Mr. Reid is highly esteemed for his business ability and probity, not only in South Australia, but throughout the Commonwealth. He always evinces the same painstaking care when acting in his official capacity as a servant of the public as he does in the conduct of his firm's business. He has a striking personality, incessant activity, and the power of taking infinite pains; with him a rest is essentially a change of work. Mr. Reid is a Director of the Colonial Mutual Fire Insurance Company, and was an Honorary Commissioner of the Christchurch International Exhibition. He belongs to the Leopold Lodge of Freemasons, and the United Ancient Order of Druids. He has been twice married, and has three surviving daughters by his first wife.

A. H. LANDSEER, LIMITED, shipping, commission, and forwarding agents, owners of and agents for river steamers, grain and general



Hammer & Co.,

Adelaide.

MR. LAWRENCE HARCOURT LANDSEER.

merchants, head office, Register Chambers, Grenfell Street, Adelaide. This well-known and old-established firm, which has branches at Port Adelaide, Milang, Goolwa,

Morgan, Port Victor, and Murray Bridge, and agencies at Renmark, Wentworth, Mildura, Menindie, and Wilcannia, was founded in 1858, by the late Mr. Albert Henry Landseer, M.P., whose biography appears in the Legislative section of this work. LAWRENCE HARCOURT LANDSEER, managing director of A. H. Landseer, Limited, is the second son of the founder of the firm. He was born at Milang in 1876, and received his early education locally, completing his scholastic career at Prince Alfred College, and upon leaving the latter institution was for a few months associated with station life. In December, 1895, he came to Adelaide, and entered his father's office in Grenfell Street, Adelaide, and has been identified with this important business concern ever since. Upon the death of Mr. Landseer, sen., he entered upon the duties of managing director, and maintains control of the active business transactions of the firm throughout all the Murray districts. Mr. Landseer was married in November, 1906, to Eva, daughter of the late Mr. Samuel White, of Wetunga, Fulham, who was one of South Australia's respected early colonists.

JACKETT BROTHERS, millers and grain merchants, Victoria Square East, Adelaide. This firm was established in 1886 at Mintaro, by Messrs. John and William Jackett, and has a well-equipped mill at Auburn, with all the very latest machinery, including a 50-horsepower producer and gas-engine, which was specially imported, there being but two or three similar engines in the Commonwealth. There is also a branch at Morgan. The chief trade of Messrs. Jackett Brothers is done on the Murray and Darling, as far as Wilcannia, but it extends also to the other States, and quite a big business is done with South Africa. The city office is in the same building (erected in 1906 by the firm) as the store-rooms, which have a capacity of 2,500 tons. Mr. William Jackett manages the Morgan branch, and another brother looks after the Auburn mill. The commercial and financial manager, who is in charge of the city office, is JOHN JACKETT, who was born on September 30, 1857, at Wadebridge, Cornwall, England, where for generations his ancestors on his mother's side, have been engaged in the milling industry. Mr.

Jackett was educated in his native place, and immediately afterwards was put to the vocation of his forefathers, and learned the trade. In 1878 he left England, came to Victoria, and worked at Bencraft's mill in Melbourne for some time. He then proceeded to South Australia, and entered the employ of Ed. Davey & Sons. He was afterwards for three years with Dunn & Co., at their new mill at Port Augusta, and for a similar period at Walters' mill, Laura. With this experience he launched out on his own account, and established the present prosperous and progressive business. From the first his energy and integrity secured for him success, and the concern has constantly forged ahead since. Mr. Jackett is a member of the Leopold Lodge, No. 31, S.A.C., and has been in municipal life in the Morgan and Stanley districts. He is a prominent member of the Methodist Church, and has been a steward in that denomination for many years. Mr. Jackett was married in 1882 to Agnes, daughter of the late Mr. James Quinn, of Glen Osmond, and has a family of three sons and one daughter surviving, two of the former assisting in the business. The family residence is "Wadebridge," Rose Terrace, Wayville. THOMAS



Hammer & Co.,

Adelaide.

MR. JOHN JACKETT.

HERBERT JACKETT is the second son of the above gentleman, and acts as traveller for the firm. He was born at Quorn in 1884, and educated at Morgan, finishing at Way College and Hogg's Adelaide Short-hand and Business Training Aca-

demy. The first six months after school was spent at the Auburn mill of the firm. At the age of seventeen he was competent to assume charge of the wheat-buying at Morgan, and practically managed the business there. In 1905 he was admitted as a junior partner, and his services on



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Adelaide.

MR. THOMAS HERBERT JACKETT.

behalf of the firm are now all devoted to the outside work, including the auditing of accounts and inspection of the mill's business.

WILLIAM PATRICK AULD, head of the well-known firm of W. P. Auld & Sons, wine and spirit merchants, Gilbert Place, Adelaide, is a son of the late Mr. Patrick Auld, who came to South Australia in 1842, and established himself as a wine and spirit merchant in Hindley Street. Shortly after his arrival he purchased two original sections of land near Magill, at £1 per acre, from the Government, and erected a residence on the corner section. He afterwards laid out and planted the famous Auldana vineyards. In 1849 Mr. Auld disposed of his business, and returned to England, where he remained until 1852. Leaving his wife and children in the Old Country, with the object of securing for his children a sound education, he once more sailed for South Australia. In 1858 he opened an office in Gilbert Place, for the purchase of South Australian wines, and carried on a large business. He also traded largely

with Melbourne, but the connection was broken by the imposition of a duty of six shillings per gallon. It was due to his instrumentality that South Australian vignerons sent samples of local wines to the London Exhibition of 1863, where they attracted great attention and took first-class honours. In 1871 he sailed for England, and on arrival established a business at Mill Street, Hanover Square, London, to which he soon made shipments aggregating over 350,000 gallons of wine, a sample made from Frontignac grapes selling for 80s. per gallon. By this venture Mr. Auld pioneered the sale of South Australian wines on the English market. He died at Auckland in 1886, on January 21, after a busy life, and one of inestimable value to the State. The subject of this notice was born in England in 1840, and received his education at King's College, London, where he remained for four years. In 1853 he came to South Australia, and completed his scholastic career under the tuition of Mr. J. L. Young, Adelaide. Mr. Auld subsequently entered as a cadet with the late Mr. G. W. Goyder, C.M.G., for many years Surveyor-General of South Australia; and after two years' ex-



MR. PATRICK AULD.

perience of survey work, joined the expedition of J. McDouall Stuart, which succeeded in traversing the Continent from south to north. Mr. Auld possesses many interesting relics of the party, including Stuart's MS. and the beautifully written diary of the explorer. He

was also a member of the expedition which founded a settlement in the Northern Territory; and is, therefore, in a double sense, a pioneer of that remote part of the continent. In 1864 a party under the Hon. B. T. Finnis, the Government Resident, proceeded to Adam



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MR. WILLIAM PATRICK AULD.

Bay, and selected a site for the northern capital at the mouth of the Adelaide River: but a few years later this locality was abandoned as unsuitable, and Port Darwin chosen in its place. This was Mr. Auld's final experience as an explorer. In 1866 he turned his attention to other pursuits, and joined his father in business, since when he has taken a leading part in the expansion of South Australian wine-making. During the absence of his father in England Mr. Auld took control of the local business. After the early struggle to secure a good wine, the proprietors have every reason to be satisfied with their productions. They obtained a ready market for it, and won prizes in quarters where a high standard of excellence is required, such as Paris, Vienna, and Bordeaux, in addition to innumerable prizes secured in Australia. In recent years Mr. Auld has relinquished the vineyard, and with his sons, Messrs. W. G. and E. P. Auld, under the style of W. P. Auld and Sons, purchases the product of various South Australian vineyards, and prepares it for market. Mr. Auld was a member of the Burnside District Council. In 1896 he

was elected President of the South Australian Vignerons' Association, and for many years has been on the committee of the Royal Agricultural and Horticultural Society, has acted as judge at numerous Shows held in the State, and is now Chairman of the Wine Committee. Mr. Auld is regarded as a prominent wine expert, and in 1888 was elected by the Government to adjudicate on South Australian wines at the Melbourne Exhibition. He has been associated with the Adelaide Hunt Club from its inception, is a member of the Adelaide Hunt Club, and in the past has taken a prominent part in amateur theatricals for charitable purposes. He has also been President of the Australian Natives' Association. He married in 1866 Eliza Hartland, daughter of the late W. Somerton Strawbridge, and sister of the present Surveyor-General of South Australia, and has a family of two sons and a daughter.

ERNEST PATRICK AULD, member of the firm of Messrs. W. P. Auld & Sons, wine and spirit merchants, Adelaide, was born on March 10, 1870, and is the second son of Mr. W. P. Auld, the head



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MR. ERNEST PATRICK AULD.

of the firm. He received his elementary education at Caterer's Norwood Grammar School, completing his studies at Prince Alfred College. At the close of his scholastic career he entered upon a commercial life as an officer in the

Bank of New South Wales, and remained in this service for a period of twelve years, the whole of which time he spent in the Adelaide office. In 1900 he resigned his position in the Bank in order to become a partner in the business established by his father in 1888, and known throughout Australia as a successful and prosperous enterprise, and since that time has been closely associated with all its operations. Though not taking an active interest in public life, Mr. Auld is an enthusiast in all matters connected with sporting and athletic functions. Mr. Auld was married in 1896, to Jemima, daughter of the late Mr. Christopher Wade, a pastoralist in the Paratoo district, South Australia, and has a family of three daughters and one son.

G. F. CLELAND. The head of the firm of Messrs. G. F. Cleland & Sons, Limited, was born in Somersetshire, England, on January 24, 1852, and is a son of Mr. J. F. Cleland, who was for many years Registrar-General of Births, Marriages, and Deaths, in the Government Service of South Australia. He received his education by private tuition, and at the age of 17 entered the employ of his uncle, the late Sir Samuel Davenport, at Beaumont. No better introduction into the business of cultivating the vine and olive could be desired by any youth, and no one was more competent to impart the necessary instruction than Sir Samuel Davenport. Mr. Cleland continued his connection with the vineyards and olive plantations of his uncle for fourteen years, acquiring experience in the art of wine-making and olive-oil production, which he afterwards turned to good account. He has retained his association with these industries ever since, improving both the appliances for production and the management of the concern from time to time, as opportunity has offered, and the products which bear the name of his firm have won for themselves a high reputation. Mr. Cleland is President of the Vignerons' Society, a member of the Government Board of Agriculture, of the Council of the Royal Agricultural and Horticultural Society, and of the Council of the Chamber of Manufactures, and was the first

President of the District Councils Association of South Australia. He has been a member of the District Councils of Burnside and Stirling East, in which neighbourhood his residence, "Braemar," is situated, and has also been a member of the Burnside Council. He was married



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MR. G. F. CLELAND.

in 1877 to Amy, daughter of the late Mr. Henry Giles, of the firm of Giles & Smith, and grand-daughter of Mr. William Giles, who was long and honourably known as Manager of the South Australian Company. He has a family of ten children—three sons and seven daughters.

GEORGE MILNE (Milne and Company, wine and spirit merchants, Grenfell Street, Adelaide) was born at Sunnyside, Glen Osmond, South Australia, on August 23, 1856. He was educated principally at St. Peter's College, Adelaide, and at seventeen years of age became a clerk in the office of his brother, Mr. William Milne. The name of Milne has been associated with the wine and spirit trade of South Australia almost from the earliest days of the province. Although the late Sir William Milne (who was at one time a foremost politician here) successfully carried on a wine and spirit business for many years, he in 1857 disposed of his interest, and it was not until some years after that his eldest son, Mr. William Milne, commenced on his own account. It may fairly be said to the credit of Mr. William

Milne that in a few years the business of Milne & Co. took a front rank in the trade of South Australia. His untiring industry and courtesy, combined with frequent visits to the old world to establish business relations, placed his house on a sound basis. In 1881 Mr. George Milne and the late Mr. Henry A. Price went into partnership with him, and the trio traded together until the year 1888, when Mr. Milne and Mr. Price retired. Mr. George Milne then assumed sole control, and under the old name of Milne and Co. has operated with enterprise and success. He opened a branch of his establishment in Western Australia in 1895, and to-day it is one of the leading houses in the western State. Being impressed with the possibilities of the manufacture of pure grape brandy, Mr. Milne, in



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MR. GEORGE MILNE.

1897, added to his interests the business of the Thebarton Distilling Company, situated at Southwark, which originated in 1891, and by the expenditure of several thousands of pounds this distillery has become one of the leading establishments. The stock of pure-grape-pot-still brandy is one of the largest in Australia, and the reputation of Milne's "Three Star Brandy" is rapidly extending. In connection with distilling, it is of interest to record that the late Sir William Milne was the pioneer distiller of South Australia, having erected a still on his estate, "Sunnyside," Glen Osmond, in 1867. Mr. George Milne is a member of the Adelaide Club, the Adelaide Golf Club, and a number of

racing clubs. In 1884 he married Georgina Ellen Swinden, daughter of the late Mr. Charles Swinden, of "The Lodge," Riverton, South Australia, the issue being two sons and a daughter.

CHARLES WILLIAM IVE (Messrs. Downer & Company, wine and spirit merchants and aerated-water manufacturers, Waymouth Street, Adelaide), was born at Acton, Middlesex, England, on May 21, 1853, he being the eldest son of the late Mr. Charles George Ive, one of the founders of the Lion Brewery. He arrived in Adelaide with his parents at an early age and was educated first at the late Dean Russell's school in Pulteney Street and afterwards at St. Peter's College, Adelaide. His first start in life was in the office of Messrs. R. H. Wigg & Sons, wine and spirit merchants, King William Street, where he remained for about eighteen years. In 1888 he and his late partner, Mr. Charles Downer, purchased the business of Messrs. Crowder & Company, aerated-water manufacturers, Franklin Street, and subsequently added the wine and spirit section, which is now the leading branch of their house. Their business increased so rapidly that Messrs. Downer & Co. found it



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MR. CHARLES WILLIAM IVE.

necessary to erect more commodious premises in Waymouth Street, whither they removed in 1892. The ramifications of the firm extend throughout the State and to Broken

Hill, etc. They have gained a high reputation as blenders of wines and spirits, and their Curlew brand of brandies won first prizes at the Adelaide Wine Shows in 1897 and 1898. Messrs. Downer & Co. are the South Australian agents for a number of leading British and foreign brands of wines and spirits.

CRAWFORD & CO., merchants and importers, 70, King William Street, and 45, Rundle Street, Adelaide. This business was first established in Hindley Street, in the forties, by Messrs. Flett & Linklater, two pioneers of the trade in this State. In 1872 Mr. H. A. Crawford became the proprietor, and carried on the business until he died in 1883, when his only son, **ROBERT HUGH CRAWFORD**, the present proprietor, succeeded him. In 1896 Crawford & Co. purchased the old and flourishing business of Finlayson & Co., and removed to the premises now occupied in King William Street. There had previously been strong opposition between the two firms mentioned, but by their combination this was done away with, and the present prosperous concern was the result. A high-class trade is catered for by Crawford & Co., and the supplying of squatters and farmers is an important feature



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Adelaide.

MR. ROBERT HUGH CRAWFORD.

which receives close attention. A speciality of the firm, also, is the importation of delicacies and goods of superior quality. The verdict of travellers and visitors has frequent-

ly been that there are few establishments of its kind south of the Line to compare with that under notice.

E. W. LANGDON, manager in South Australia and Western Australia for Walker & Hall, manufacturers of gold and sterling silver goods, cutlery, electroplate, etc., Sheffield, England, arrived in Adelaide from England in 1878, under an engagement to Messrs. George P. Harris, Scarfe, & Co., with whom he remained for twenty-five and a half years. Early in 1904 Mr. Langdon severed his connection with the above-mentioned firm, and assumed the management of Messrs. Walker and Hall's branch wholesale stock and show-rooms in South Australia, situated in Flag Building, Grenfell Street, Adelaide, the head office in Australia being at George Street, Sydney. It is principally through his wide experience in the electroplate trade, his large circle of friends, his personality, and his straightforward dealings that Mr. Langdon has made the branch establishment of Messrs. Walker & Hall in the western States of the Commonwealth so successful. The distinctive industries of Sheffield—the industries which instantly occur to one whenever the city is mentioned—are silver- and electro-plate and cutlery. Not only do these branches of manufacture demand the services of many thousands of highly-skilled artisans, but the finished productions, in quantity, in variety, and in quality, excel those of any like district in the world. It was in 1742 that the idea was at first conceived of welding silver on a copper basis, by means of rolling, transforming the metal into sheet form. The articles produced from this combination of useful and precious metals were known as Sheffield plate—now the most prized “Old” Sheffield plate—and their manufacture gave a wonderful stimulus to the city's industry. But even more important was the discovery of the electro-deposition of the gold and silver, for one has only to reflect for a moment on the universal use of electro-plate at the present day to realize what a mighty trade was thus originated. The most striking illustration of the expansion of this branch of Sheffield's trade is afforded by the history of Walker & Hall's sterling silver cutlery and electro-plate works. Over fifty years ago, only nineteen hands

were employed in the industry, their operations being carried on in a building which would be lost in a single department of the present works; to-day over 2,000 employés, with a productive capacity enormously increased by the use of the most improved methods and machi-



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Adelaide.

MR. E. W. LANGDON.

nery, are required. In 1903 the certified length of work-benches and plating-vats was 2 miles 128½ yards. But, apart from mere size, the firm of Walker & Hall has several claims to distinction. It was the founder, Mr. George Walker, who plated the first useful article ever electro-silvered in the world, and assisted Dr. Wright, of Attercliffe, a suburb of Sheffield, in the discovery of the invention. In the face of obstacles which must have many times tempted Walker & Hall to consign the new process to oblivion, the firm created so great a demand for electro-plated goods that scores of firms and millions of capital are now engaged in the industry the world over. With a single exception, they have gained the highest possible award at every exhibition at which the goods have been placed in competition, while, wherever honest material and beauty of design and finish are appreciated their workmanship is highly prized by all those who possess life's greatest treasure, a love of the beautiful. In entering the showroom of the Adelaide branch establishment, the visitor's attention is arrested by a large photograph of the Sheffield works, which is the firm's headquarters, from whence gold goods, ster-

ling silver and electro-plated ware are distributed to their sixteen branches over England, Scotland, Ireland, Africa, Australia, and New Zealand. Walker & Hall have a distinct advantage over other similar firms. They manufacture their goods in such enormous quantities that the cost is thereby reduced to a minimum. In the showroom there are numerous cases containing a diversity of electro-plate, silver, and sterling silver and solid gold goods. Stretching the whole length of the showroom are two long tables, with beautiful plush coverings, with lace edging. These tables are laden with most exquisite pieces of plate and cases of goods, which, when the electric light is turned on, dazzles one's eyes. At the end of the showroom is a beautiful mirror which stands nine feet high and six feet wide, in front of which swings an elegant pair of electro-gilt and silver altar gates. At the other end of the showroom is the finest cabinet of goods ever seen in Australia. It stands six feet high and five and a half feet wide, and contains a full suite of Old English spoons and forks, table cutlery, fruit and fish knives and forks, tea and coffee service, entrée dishes, etc., etc. This cabinet alone is worth going to see, and Mr. Langdon and his obliging staff are only too pleased to show visitors through the well-arranged and up-to-date showroom.

SHERWOOD & HASSALL, wallpaper merchants, artistic decorators, and manufacturers' agents, 7, King William Street, Adelaide. The application of art to mural decoration is exemplified in its highest form at the establishment of the above firm, which, indeed, may be accredited as being the pioneers of and having largely contributed towards the improvement in domestic decorative art, which of late has been plainly manifested by South Australians. The firm deserves the success with which their operations since 1898 have been attended. That both partners have a true conception of colour-blending, and a taste for art is indicated in the magnificent exhibition of wallpapers at the establishment in King William Street, displayed in bewildering variety. An expert colourist is retained to decide on and execute designs, and many of the papers on view are exceedingly rich and mostly all exclusive. The yearly importation by Messrs. Sherwood & Hassall, of wall-

papers and relief material, it is gratifying to say, is very extensive, and, as the people are being increasingly educated to a higher taste in these matters, operations promise to grow still larger. The firm acts as sole South Australian representative for A. Sanderson & Sons, of London, also the Anaglypta Co., who rank amongst the first manufacturers of art wallpapers and accompanying house high-relief decorations in the world. Sherwood & Hassall have customers in all parts of the State, and are responsible for wall decoration in many of the best mansion homes, as well as villas, and even the humble cottage. In addition, they have been entrusted with contracts for the decoration of hotels, theatres, town halls, clubs, yachts, and steamships, and, in each in-



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Adelaide.

MR. GEORGE HASSALL.

stance, their great facilities for undertaking the work and the immense variety of designs stocked have enabled them to give the utmost satisfaction. It should be mentioned that this branch of the present concern was originally established in South Australia as "Whitelaw's," and from the inception success was assured, as might easily be expected from such an experienced combination. Sherwood & Hassall are also South Australian proprietors of the widely-known firm of "Alcock and Co.," and have a factory in Gresham Street, where are manufactured the billiard tables and all billiard requisites which have won so high a reputation throughout the Australian States, and for which orders are

received even from other parts of the world. The firm is agent as well for James Miller & Co., Proprietary, rope and twine manufacturers; Chubb's Australian Company, Limited, for safes, locks, etc.; Pilkington's Tile Company, Limited, for tiles, faience, mosaic, etc.; Alfred Ford, steel trunks, leather, and kid belts, etc.; Bakewell Brothers, pottery, earthenware; Conval Extract of Meat Company, Limited; and the Cloisonné Glass Company, etc. Necessarily, in connection with these various agencies, etc., a very large number of hands are employed at times in the business. **GEORGE HASSALL**, managing partner of the firm in South Australia, was born at Lancaster, England, and was educated at King's Grammar School, Warwick, central England. In 1885 he arrived in South Australia, and entered the Mutual Assurance Society of Victoria, then operating in Adelaide, as clerk, in which connection he obtained a good commercial training for six or seven years. Having a taste for colour and a general artistic bent, Mr. Hassall became associated with his present business, and when the opportunity occurred of taking it over, first made a tour through South Australia, Victoria, and New South Wales, and obtained a good general idea of the conditions and opportunities for extending and making known the value of art as applied to domestic comfort. Mr. Hassall is an old association member of the Commercial Travellers' Association, and is connected with the Lodge of Friendship, No. 1, S.A.C., in the Masonic fraternity. He is interested in mining here and in Western Australia, and in an unostentatious way is a factor in the development of that important industry.

JOHN AUGUSTUS BAGSHAW, J.P., president of Messrs. J. S. Bagshaw & Sons, Limited, agricultural and viticultural engineers, Pioneer Works, Elizabeth Street, Adelaide, is the eldest son of the late Mr. John Stokes Bagshaw (the founder of the business), who, having served his time as a millwright and engineer in Shropshire, England, left for South Australia, arriving at Holdfast Bay in the early part of 1838. In close proximity to the spot where the extensive workshops now stand, the founder built a shop, composed of mud and straw, called pise, after the man-

ner of the Israelites of old. The subject of this sketch was born in a surveyor's tent, pitched under a gum-tree, in Franklin Street, on September 26, 1838. The family afterwards removed to a two-roomed tenement, made of mud and thatched with reeds procured from the banks of the River Torrens. At an early age young Bagshaw was first sent to Jolly's school in Waymouth Street, and afterwards to the Pulteney Street School. Upon attaining the age of fifteen years, he entered his father's shop, serving seven years' apprenticeship to the various departments. When he was eighteen years of age, and while still serving his time, he had the honour of being the first youth in the colony to make a model stationary steam-engine, which, upon being exhibited at the Show of the Agricultural and Horticultural Society in 1856, was awarded a first prize. It was a 2-man-power engine, and did duty at Harford's confectionery in Mill Street for about fifteen years. He afterwards made a 4-horsepower engine, which was the first engine used in his father's factory. The success of these engines stimulated his activity, and he invented and made quite a number of labour-saving appliances and machines, some of which are in use to-day, not having been improved upon. There were no technical colleges in Mr. Bagshaw's young days, but he was fortunate in having a clever and sympathetic father, who was the possessor of a good library, from which he gleaned most of his knowledge of mechanics. His father retired from the business early in 1880, on account of ill-health, and died towards the close of that year. When Mr. Bagshaw entered his father's factory the smaller lathes were treadled by the feet and the larger lathes were turned by man-power. To-day the factory is worked by a 50-horsepower gas-engine, a 16-horsepower gas-engine, and three electric motors which total about 20-horsepower. The result is that the firm has the most up-to-date machinery in the Commonwealth to turn out its large and increasing volume of orders. The firm's main lines are winnowing-machines and chaffcutters. During the last two seasons (1905-6) the firm has undertaken the manufacture of petrol-engines, which are used to drive large wheat-cleaning machinery. The firm also makes machines suitable for cleaning, grinding, and grading wheat, and for

grading currants and raisins. Bagshaw & Sons, Limited, is the inventor of these machines, for which patent rights have been secured in the Commonwealth. The firm has been awarded numerous first prizes at agricultural shows in South Australia, Victoria, New South Wales, and Western Australia. The motto of the founder of the firm is: "If worth doing, do it well." The present head of the firm has, throughout his career, consistently adopted the principles of this motto, and it is now the registered trade-mark of the Company. The demand for the firm's machinery increases every year, and Mr. Bagshaw maintains that good and honest workmanship, durability, and usefulness of machinery are its best advertisements. When he was about nineteen years



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Adelaide.

MR. JOHN AUGUSTUS BAGSHAW.

of age he joined the West Adelaide Rifles as a private, and attained the rank of sergeant. During the six years that he remained a member of the company he became an excellent all-round shot with the Enfield rifle, continuously winning the champion medal. Subsequently he transferred to the Adelaide Rifles, remaining with that corps for three years, and proving himself just as *au fait* with the Martini as he was with the Enfield. Mr. Bagshaw was ten years a Councillor and two years Chairman of the Mitcham District Council. Removing to Brighton he was for six years a Councillor and two years Mayor of the Brighton municipality. Mr. Bagshaw was gazetted a Justice of the Peace for South Australia in

1886. He is a member of the Council of the Royal Agricultural and Horticultural Society of South Australia, the committee of the South Australian Chamber of Manufactures, Incorporated, and the committee of the City Mission. He is likewise a deacon of the Glenelg Congregational Church, and President of the Brighton Institute. In 1871 Mr. Bagshaw married Helen, a daughter of the late Dr. Drummond, first Presbyterian minister of South Australia, and has one daughter.

JOSEPH HENRY HORWOOD, of the firm of J. H. Horwood & Co., engineers, artesian-well borers, and machinery merchants, Franklin Street, Adelaide, was born at Oldham, Lancashire, England, in January, 1841. He is the third son of the late Mr. Joel Horwood, who arrived with his family in South Australia by the sailing vessel "Baboo" at the end of 1848, and during the following year established the engineering workshop so well known as the Colonial Iron Works, Hindley Street West, Adelaide. During 1856, when gold-reef mining became thoroughly established in Victoria, a branch of the business was opened in Bendigo by the eldest son, Mr. Joel Horwood, who, taking over workmen and plant, founded the extensive business since known as the "Bendigo Iron Works," under the style of J. Horwood & Sons. The firm subsequently became specially prominent as the sole manufacturer of the then "Patent Round Revolving Stampers," but after a profitable run of three years this important monopoly was disturbed. The round stampers then introduced have since been universally adopted by the mining industry all the world over. At about 17 years of age Mr. J. H. Horwood left the Educational Institution of the late Mr. John L. Young, and went to Victoria, where he worked at the engineering branch of the Bendigo business till the end of 1865, when, soon after his father's death, he gave up the position of assistant-manager and traveller to the firm, and started business in Melbourne on his own account as mining engineer and machinery contractor. Two years afterwards he returned to Adelaide and contracted for the supply and erection of a ten-head crushing plant at Montacute, near Adelaide, which about a year afterwards he pur-

chased and removed to Echunga. This battery was the first of the "Iron Horse" kind erected in South Australia, and was the model from which all other batteries were constructed in this State for the subsequent twenty years. About the end of 1868 he left Adelaide and joined his younger brother, Mr. J. W. Horwood, who had just returned from England, where he had been to study technical engineering, and together they carried on business at Castlemaine for about five years as mining and general engineers and ironfounders. A "slump," however, occurred in the Castlemaine mining district about 1872, while the Northern Territory goldfields began to boom, and this induced Mr. J. H. Horwood to return to South Australia with a view of taking over his late father's business in Hindley Street, Adelaide, which had meanwhile been sold. Negotiations for the business fell through, however, and Mr. Horwood, again taking up contracting work, supplied and erected a quartz-crushing plant for the Malcolm's Barossa Goldmining Company, which was the first battery erected in the Barossa district, but was soon followed by that of the Lady Alice Company. In 1873 he entered into a contract for carrying on the engineering work of the Moonta Mining Company, which he carried out to the satisfaction of the company's manager and directorate until the 1874 strike occurred. At the first well-remembered miners' "ring" meeting, Mr. Horwood strongly advised the men instead of striking to respectfully memorialize the Directors of the Moonta Company to reconsider their decision in respect to reducing wages before entering upon what would surely prove to all concerned a disastrous strike. This advice was strongly objected to, and the "hoodlum" section of the strikers so resented the so-called palliation of the Directors' action that for the three or four weeks during which the strike continued Mr. Horwood's life was in great danger, and ultimately the Directors instructed Superintendent Hancock to send Mr. Horwood to Adelaide at the Company's expense to confer with them about the action of the strikers, with a view to instituting legal proceedings. Acting on Mr. Horwood's advice, however, they wisely abandoned this idea, and instead quietly weeded-out the most objectionable of the ringleaders. Mr. Horwood received a substantial honorarium from

the Directors as an appreciation of his management, and as some compensation for his having had to relinquish his contract before its completion; and they also personally promised their support if, instead of going to Sydney as he proposed, he went into business in Adelaide. He then started in premises on North Terrace as a consulting engineer and machinery merchant, and after carrying on about a year he agreed with the importing firm of Francis Clark & Sons to merge his business into theirs as an independent machinery branch, on the terms of his having a liberal salary, one-third interest in the profits, and sole management of the business. Within three to four years this machinery department was doing the largest importing business in the colony, but



Hammer & Co.,

Adelaide.

MR. JOSEPH HENRY HORWOOD.

the disastrous land boom and fall in the price of wool, copper, etc., which occurred soon after, so seriously affected the parent firm that, on the advice of Mr. Horwood the machinery business in 1882 was sold as a going concern, since when it has been carried on as the "Union Engineering Company, Limited." On the advice and proffered assistance of several of his old squatter and other customers, Mr. Horwood again resumed business on his own account as consulting engineer and machinery dealer, and took the engineering workshop and plant of Mr. Samuel Strapps, in Currie Street, applying himself to the manufacture of hydraulic hoists, wool-scouring machines, and well-boring tools, to

which he subsequently added wind-mills and pumps, and to dealing in secondhand machinery of all kinds. This business he still carries on in much larger and more commodious premises in Franklin Street, to which he removed in 1906. Mr. Horwood has always been a large private contractor to the Water Conservation Department, and was the first to introduce in this State the system of tubing bored wells, which he carried out with both hand- and steam-power tools. He also constructed the first steam rock-drilling machine made in this State, having used it twenty-eight years ago in boring that old and well-known tube-well in Market Square, Koorunga. Although Mr. Horwood has never aspired to municipal or legislative honours, preferring to be a recognized "free lance" at municipal or political meetings, he has, nevertheless, been a useful citizen in many ways. He has always been prominent at water-famine emergencies, and has rendered valuable service as a contributor to the important work of procuring, raising, and conserving water. He was the first to secure an artesian-bored well in the Virginia district, which three years afterwards led to so much boring and irrigating work being done, not only in Virginia, Two Wells, and Mallala, but right down the Adelaide Plains to the Brighton district. Mr. Horwood is also a recognized authority on mining machinery, and has been actively connected with mining work ever since he was at Castlemaine, where, at the time of his leaving, he was a director of five different mining companies. For about forty years he has been a consistent investor in what he regarded as legitimate mining enterprises, but has not had much success. In the early days of the Chamber of Manufactures Mr. Horwood was for many years one of its Freetrade members, but in consequence of the introduction of the Protective Tariff into South Australia in 1877 friction was caused between the Freetrade and Protectionist members, which finally led to the retirement of all the then Freetraders, except the President, Sir Samuel Davenport. During the latter term of his service on the Board Mr. Horwood was largely instrumental in forming mechanical-drawing classes for the instruction of the city youths in the engineering trade. These drawing classes were carried on during two even-

ings of the week under the personal supervision of several members of the Chamber, of whom Mr. Horwood was one, but the tax on the time of these members soon became too great, and the classes were transferred to the Grote Street Model School, and afterwards to the present fully-equipped School of Mines on North Terrace. Mr. Horwood has been a member of the Council of the Royal Agricultural Society for nearly thirty years, and acts on the Committee of the "Manufacturers and Miscellaneous" section. He is also a member of the Adelaide City Mission, and for very many years has taken an active interest in the work of the Society, besides which, with the other members of his family (two sons and three daughters), he is connected with the Flinders Street Baptist Church.

CHARLES ATKINS & COMPANY, LIMITED, importers of lubricating oils, engineers' and mining requisites, paints, varnishes, etc., of Adelaide, Port Adelaide, Broken Hill, Perth, Fremantle, and Kalgoorlie. This firm was originally a branch of Charles Atkins & Co., Melbourne, importers and manufac-

turers of lubricating oils, dry colours, paints, varnishes, disinfectants, etc. The parent firm was founded by Charles Atkins, the present proprietor, in 1883, and the business is still carried on under the same name. From a small beginning it has increased to such an extent that the works at Richmond, Victoria, now cover about an acre of ground, and no less than six travellers are required to distribute the firm's products. The Adelaide branch was established in 1889; in 1891 it was made into a separate Limited Company under the present title, and shortly afterwards the business was extended, first to Broken Hill, and then to Western Australia, in which State there are now three branches. **FRANCIS CLEVELAND WIGAN**, general manager and director of the firm, was born at Sandgate, Kent, England, in the year 1854, and received his early education at a private school at Dover. After a subsequent course on the Thames Marine Officers' Training Ship "Worcester," he entered upon seafaring pursuits, and was for twenty-two years engaged in maritime life. The first twelve years were spent on board various sailing ships trading to all parts of the world, and this period

was followed by nine or ten years in the service of the Pacific Steam Navigation Company, during which time Mr. Wigan made many trips to Australia in the "Liguria," "Oroya," and "Orizaba." He was afterwards for a short time chief officer of the "Warri-moo," now trading to Vancouver. In 1892 Mr. Wigan accepted a position with the firm of Charles Atkins and Co., Limited, in Adelaide, being one of the original shareholders, and four years later proceeded to Western Australia to manage the firm's business there. In 1902, on the death of the late general manager, he returned to Adelaide, and took control of operations here, retaining the position of general

manager ever since. Mr. Wigan is a member of the Chamber of Commerce and also of the Chamber of Manufacturers, and the Agents and Importers' Association. He is associated with the Friendship Lodge of the Craft of Freemasons in Adelaide. Married in 1898 to the eldest daughter of the



Hammer & Co.,

Adelaide.

MR. FRANCIS CLEVELAND WIGAN.

late Mr. James Storrie, a well-known merchant of Adelaide, his family consists of two sons and one daughter.

RICHARD OWEN EVANS, merchant and shipping agent, Leadenhall Street, Port Adelaide, is a son of the late Captain Richard Evans, who will be remembered by old Portonians as a popular shipping master trading between Melbourne and Adelaide in the fifties. Mr. R. O. Evans was born at the Old Port on October 5, 1856, and was educated at Mr. W. W. Leslie's school at Queenstown. For three years after his schooldays were ended he was connected with the commercial department of the South Australian *Register*, after which he obtained over eight years' all-round business experience in the office of the late Mr. S. Mocatta, customs and shipping agent at the Port. He was for sixteen years with the great firm of Elder, Smith, & Co., Ltd., and for several years was chief clerk at Port Adelaide. In 1894 he established himself as a customs and shipping agent in the building then vacated by Captain Vicars, and, some time later, having purchased the premises of Messrs. Gray Bro-



Photo by H. Krischock.

CHAS. ATKINS & CO.'S WAREHOUSE, CURRIE STREET, ADELAIDE.

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thers, railway engineers and iron-founders in Leadenhall Street, built large warehouses and offices, where the business is still carried on. He is amongst the directors of the firm of Chas. Atkins & Company, Limited, the well-known oil merchants of South and Western Australia, and



Hammer & Co.,

Adelaide.

MR. RICHARD OWEN EVANS.

Messrs. S. P. Bond, Limited, of Adelaide. He is largely interested in the carrying business at Port Adelaide known as R. O. Evans & Co., which is managed by his eldest son, George C. Evans. In the year 1894 the Starr-Bowkett Building Societies were first introduced to South Australia, and Mr. Evans, being a great believer in the system of co-operation, took the matter up in the interests of the workers at Port Adelaide, and by lectures speedily filled what is now called the Port Adelaide Starr-Bowkett Building Society, with the result that scores of families are now living in their own homes who might still have been paying rent. The Society has been most successful, and Mr. Evans still retains the secretaryship. He is also a director in the Metropolitan Starr-Bowkett Society of the City. In addition to the departments already mentioned, he was recently appointed the South Australian representative for the Cornish Company of Washington, U.S.A., which has the reputation of being the largest piano- and organ-builders in the world, and a firm who, for fifty-two years, has been supplying instruments the world over, from factory to family direct. It should be men-

tioned that Mr. Evans is known locally as a most enterprising property-owner and progressive investor in the erection of houses, etc., and through all his life his interests have been wrapped up in his native place, where he is very popular. He enjoyed the advantage in his youth of a visit to England with his parents. He was married at Findon, in 1879, to Tabitha, only daughter of the late Mr. Charles Hammond, an old colonist, and large property-owner at Findon.

H. L. VOSZ, LIMITED, 88, Rundle Street, Adelaide, and Port Adelaide. This firm was founded as far back as 1848 by the late Mr. H. L. Vosz, who started in a modest way as a plumber, painter, carpenter, etc., and importer. Mr. Vosz died in 1886, when the business was purchased by Messrs. T. J. C. Hantke and J. H. N. Schmidt, both of whom had held high positions under the late owner. Upon the retirement of Mr. Schmidt a few years later, Mr. Alfred Wilkinson was admitted into partnership, and in 1904 the firm was floated into a limited-liability company, the board of directors being Messrs. Alfred Wilkinson (Chairman), T. J. C. Hantke, Robert Wemyss, and G. H. Prosser, with Mr. A. E. Clarkson as manager. The premises at Rundle Street, Adelaide, possess many attractions, even for the casual visitor. In showrooms are displayed to the best advantage chandeliers, brackets, electric fittings, and standards of the latest approved kinds. On the walls hang numerous framed and unframed bevelled mirrors done by the firm's workmen; and let into the windows are leaded lights of many kinds

and colours, the work of its artist, who executes all kinds of orders in fancy and coloured glasses, stained glass panels, etc., having four kinds of glass in which to work, viz., cathedral, muffled, decorated, and antique. Handpainted gas globes of beautiful floral designs are to be seen, and samples of the "Refrax" glass, specially designed for throwing light on to office desks, basements, and other dark corners. H. L. Vosz, Limited, possesses the largest stock of wallpapers in the State, and the special lines of Anaglypta and Lignomur, new decorations for walls, attract attention amongst a huge selection of papers, decorative and highly artistic, with prices varying as their designs. To facilitate transport of wallpapers, the firm uses a "packer," into which 300 rolls can be put and made one snug parcel. In passing through the establishment, other items of interest are the distillation of water, which is carried on in a room where every necessary appliance is available, and from which a steam-pipe passes to the silvering-room, and the operation of silvering, which is accomplished by two processes, the hot and the cold, both equally effective, and both carried on at one and the same time, by an ingenious arrangement of a copper-coil tank underneath the silvering-table (which is blanketed to collect the waste solution). This heats only half the surface, while, by turning a tap, the whole table is left cold. Glasses of all sizes are here silvered, from a square inch to great sheets of plate glass which weigh about 5½ lb. to the square foot. The process of bevelling is also well worth inspection, the glass being ground off on an iron "stone," passed on to other two



H. L. VOSZ, LIMITED'S PAINT FACTORY, PORT ADELAIDE.

"stones" of wood and stone respectively, and finished on a felt "stone," great care being taken by the workmen in carrying out the various designs entrusted to them for execution. The leading of the lights is another department, and among the many kinds of glasses used for this work, the plain and wired-rolled plates for roofs, etc., deserve special mention, the latter having a small-mesh wire-netting through the whole of the centre, ensuring perfect safety, in the case of breakage, to persons passing underneath. In 1906 H. L. Vosz, Limited, erected at Port Adelaide a large paint factory, at a cost of £9,000. The building consists of three storeys, and here all classes of paints are manufactured, to some extent from local pigments, which compare favourably with the imported article. The manufacture of white lead is also carried on, H. L. Vosz being the only firm in the Commonwealth engaged in this industry, and the Company contemplates the addition of other departments in the near future. The factory has its own dynamos for the generation of power, driven by a powerful gas-engine, run by producer gas, and the whole premises are fitted up with electric light. The large warehouses and stores facing Rundle Street are built on leasehold and freehold property, to which access may be gained also by Fisher Place, off Rundle Place, and by Charles Street, while the stables and yards are situated in Gilles Street, on property recently purchased by the firm.

ALBERT ERNEST CLARKSON, manager of H. L. Vosz, Limited, was born in Adelaide on April 10, 1876. He received his education at the Sturt Street Public School in Adelaide, and, upon its conclusion, was successful in obtaining a position as office boy in the important firm he now represents. He became successively clerk and accountant, and finally received the appointment of manager. Mr. Clarkson has had large experience in the peculiarities of the oil, colour, and glass trade, and his knowledge of all departments of the business covers a wide range. He supervizes the organization of its affairs, controls the stocks, etc. and is recognized in the commercial world as a man of ability and sound business acumen. In 1906 Mr. Clarkson was absent on a five months' trip to

Great Britain and Belgium. The latter country was especially interesting to him on account of its being the seat of the glass industry, and here he witnessed the whole process of manufacture from beginning to end. The firm is a very large importer of glass, and also all kinds of paints, and during his travels through England and Germany Mr. Clarkson took every opportunity of examining these industries and augmenting his knowledge with a view of introducing the latest and best methods into the business. He has also visited the other Australian States with the same end in view, and is therefore peculiarly fitted to decide upon the respective merits of manufacture in the old world and the new. Mr. Clarkson is a member of the Chamber of Manufactures, and an Associ-



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Adelaide.

MR. ALBERT ERNEST CLARKSON.

ate of the Institute of Accountants of South Australia. The Methodist Church receives his cordial support, and he is on the Board of Our Boys' Institute. He is associated with the craft of Freemasons, his mother lodge being the Lodge of Faith, No. 9, in which he has attained the rank of Junior Deacon. Mr. Clarkson married in 1898, and has three sons and two daughters. His residence is at Winchester Street, East Adelaide.

HENRY DUNSTAN, contractor, of Magill, is a son of the late Mr. Henry Dunstan, of Kensington, and was born at Cambourne, Cornwall, England, in 1841. He came to this

State with his parents in 1846, and accompanied his father to the Bendigo gold-diggings in February, 1852, returning to Kensington at the end of the same year. Here he worked with his father for the next thirteen years at carting and contracting, chiefly for the Norwood Corporation and the Burnside District Council, filling up any spare time with wood-carting from the hills; and, after his father's death in 1865, he continued in this line of business. The same year—being then twenty-four years of age—he married the eldest daughter of the late Mr. George Mildred, who accompanied Colonel Light to Port Adelaide. Mrs. Dunstan was born in 1840, and was one of the first children born at the present port. About the time of his marriage Mr. Dunstan engaged in carting stone from Stonyfell with Mr. David Packham, J.P., who held the lease of the quarries. This was the initial move in the present extensive business carried on by Messrs. H. Dunstan & Son. When, in 1875, Mr. Packham gave up the lease of the property it was taken over by Henry Dunstan, who, in 1887, purchased the Stonyfell estate from the Bank of Adelaide. Thirty-five acres of this had been planted with vines by the late Mr. Henry Septimus Clark during 1858-60, and this area was subsequently augmented until it formed a splendid vineyard which is now leased to Mr. H. M. Martin, the President of the Vinegrowers' Association. Mr. Dunstan applied himself to the development of the stone-quarrying industry, and, in 1881, erected his first stone-breaking machine, as the need for metal screenings for tarpaving the foot-paths was very much felt by the Corporations and District Councils of Adelaide and the suburbs. Since that date he has been continuously, as he says, "doing his best to mend the ways of the people," so that now his firm supplies a large proportion of the Government, municipal, and various other requirements of metal and screenings for roads, paths, concrete, etc. The most modern machinery is employed at Stonyfell for this work, which necessitates a large carrying plant. The extensive stables, together with the tarpaving works and office, are situated at North Kensington Park. In conjunction with his only son, Mr. John Dunstan, who manages his father's business, Mr. Dunstan owns a farm at Morphett Vale. For many years

he has been a member and committeeman of the Chamber of Manufactures, and a member and deacon of Clayton Congregational Church. Four children survive out of a family of seven. Three of these are married—Mr. John Dunstan to a



Hammer & Co., Adelaide.

MR. HENRY DUNSTAN.

daughter of the late Mr. Robert Burden, of Magill; his eldest daughter to Mr. Phill Lamphree, accountant of the English, Scottish, and Australian Bank, Limited; and his second daughter to Mr. H. P. Harris, who occupies the position of accountant to Messrs. H. Dunstan and Son.

HARRISON, SAN MIGUEL PROPRIETARY, LIMITED, cork merchants, soda-water manufacturers, importers and manufacturers of brewers', vignerons', bottlers', confectioners', and bakers' requisites, and machinery of all descriptions, 128, Gawler Place, and at Melbourne, Sydney, Brisbane, Fremantle, New Zealand, and Spain, with agencies at London, New York, and Hamburg. This important business concern is the result of an amalgamation during recent years of the well-known firms of Harrison and Son and San Miguel & Co., of Melbourne, and Mauri Brothers and Thomson, Sydney. These houses were established over fifty years ago, the Adelaide business coming into existence about 1837, in the first place as an agency, and represented by Sherwood & Hassall. The progress made was so rapid and satis-

factory that, after five years, a regular branch was established, and, since that time, operations in South Australia have become widely extended, reaching to all parts of the State and to Broken Hill, New South Wales. The firm has branches in every capital of Australia, and employs over one hundred hands in the engineering works and chemical manufactory in Sydney. Machinery of all kinds for brewing and cordial manufactories, etc., are turned out, and also refreshment-room sundries, soda-fountains, etc. **CHARLES HUTTON**, the South Australian manager, is the youngest son of Mr. John Hutton, of Northcote, now retired, and was born at Fitzroy, Victoria, on April 30, 1871. He pursued his scholastic education at King's College, Nicholson Street, Fitzroy, and upon the conclusion of



Hammer & Co., Adelaide.

MR. CHARLES HUTTON.

his studies entered the wholesale drug and chemical establishment of Felton, Grimwade, & Co., where he remained for over nine years, obtaining a thorough acquaintance with all the details of the business. In 1896 he joined the Melbourne house of his present firm, acting as assistant manager and traveller until 1900, when he obtained leave of absence and accompanied the Fifth Victorian Contingent to South Africa in charge of a squadron, returning after eighteen months in command of the 5th Victorian Mounted Rifles. Mr. Hutton saw much active service, one hundred and eighty-seven of the thousand men of which his regiment was composed being either

killed or wounded. He holds the Cape Colony, Transvaal, and Orange Free State badges of honour, and Queen's and King's medals for meritorious service rendered, and is still on the unattached list of the Victorian forces, with the rank and uniform of Major in the Mounted Rifles. Mr. Hutton is a member of the South Australian Naval and Military Club and of the Commercial Travellers' Club. He was married at Northcote, Victoria, in 1899, to Rose, daughter of Mr. Thomas Fairway, a well-known financier and speculator, and has two sons and one daughter. His residence is at "Glenfillan," St. Peters.

THOMAS EDWARD FEARN (Messrs. Fearn & Co., importers and manufacturers of every description of marble and wood mantelpieces, grates, fenders, tiles, etc., 24, Pulteney Street, Adelaide), was born at Birmingham, England, on May 31, 1862. He is a son of the late Mr. Frederick Fearn, and grandson of Mr. Thomas Fearn, electro-plater and gilder, of Birmingham. Mr. T. E. Fearn was educated at St. Goarshausen and Cologne, in Germany, at each of which centres he remained a couple of years. Returning to his native city, he was apprenticed to the firm of Charles Smith



Hammer & Co., Adelaide.

MR. THOMAS EDWARD FEARN.

Fairbank, builders' hardware and timber merchants, and upon completing his articles he joined the British barque "Maggie Dixon," serving an apprenticeship on her for

three years, trading to different parts of the world. At Mauritius he contracted fever and ague, which compelled him to abandon a life on the "briny," and on arrival of his ship in Melbourne he decided to make his home in Australia. Later on he accepted a position in that city with Douglas & Son, large manufacturers of metal and marble goods. In 1885 Mr. Fearn came to Adelaide and opened a branch for that firm, managing the business for four years. Afterwards he managed for seven years one of the departments in the ironmongery establishment of McLean Brothers & Rigg, Hindley Street. In 1895 he commenced business on his own account at 24, Pulteney Street, and has successfully carried it on ever since. The principal lines of the firm are builders' requisites and sanitary ware, and they transact a large trade throughout the State. In sanitary ware and fittings Messrs. Fearn & Co. have the most diversified and complete stocks in South Australia, and have fitted up some of the most important public institutions and buildings in the metropolis, including the North Adelaide Hospital, Prince Alfred College, St. Joseph's Convent at Kensington, the Children's Hospital at North Adelaide, Brookman's Building in Grenfell Street, Adelaide Savings Bank, etc. Messrs. Fearn & Co. were the pioneers of acetylene gas in South Australia, having installed this admirable method of lighting in some of the largest and most imposing residences in Adelaide and environs. But, perhaps, the largest installation of acetylene gas in the State was that effected by Messrs. Fearn & Co. at Seppelt & Co.'s winery and cellars at Seppeltsfield, which gives the utmost satisfaction. Messrs. Fearn & Co. are thus encouraged in the conviction that acetylene gas will, in the near future, become deservedly popular with householders and manufacturers alike. The most important sole agency for South Australia which Messrs. Fearn & Co. hold is that of the Neuchatel Asphalte Co., Limited, who are the sole owners of the Val de Travers asphalte mines, Switzerland, and the Abruzzi mines, Italy. In an interesting pamphlet, compiled by Mr. A. B. Woolf, General Manager in Australasia for this company, it is claimed for asphalte that it is sanitary, durable, and economical. The City Engineer to the London Court of Common Council

has reported most favourably on asphalte. Berlin, of all the large cities, has over three million square metres of asphalte streets, and is extending its limits in this direction every year. Paris, Vienna, and other Continental cities have likewise discerned the manifold advantages to be gained by adopting a proper asphalte paving. But, apart from the European cities, very considerable areas of asphalte have been laid in Egypt, Africa, India, Mexico, United States, New Zealand, and, indeed, taking the world's surface over, there are very few cities where it has not been laid in a greater or less quantity. As regards New Zealand, the Neuchatel Asphalte Co., Limited, in 1902 competed against wood-blocking in Auckland, with the result that they were the lowest tenderers; their tender was accepted for £27,492, and the work was carried out to the entire satisfaction of the authorities. Mr. Fearn has been a member of the Board of the Adelaide Circulating Library for some years. He belongs to the Masonic fraternity (St. Peters Lodge, No. 47) and the U.A.O.D. On August 28, 1884, Mr. Fearn married Georgina Sophia, second daughter of the late Mr. Charles Dorey, produce merchant, of Melbourne, and has three sons and one daughter. He resides at Fullarton Road, Parkside South.

THE REMINGTON TYPEWRITER AGENCY. In every business centre throughout the world is to be found an agency for the famous Remington Typewriter, one of the most modern commercial labour- and time-saving appliances. The agency for South Australia was established about 1896 by Messrs. Stott and Hoare, the well-known Melbourne firm, as a branch of their chief business, situated in the sister capital of Victoria. In 1899 Miss Leworthy acquired the agency from the firm named, and carried it on with continued prosperity until 1905, when Mr. F. B. South was taken into partnership owing to the exceeding growth of the business. Since that time until the present (1907) its operations have been in every way progressive, and it is now firmly established at Alexandra Chambers, Grenfell Street, Adelaide. The leading feature of the firm is the sale and distribution of the Remington Typewriter

and general typewriting supplies throughout the State, which necessitates the carrying of a large stock to meet the ever-increasing demands. It may be recorded here, as showing the tendency of the commercial world towards the use of the Remington, that in the years 1905 and 1906, the output more than doubled that of any previous two years, and it might be mentioned as somewhat of a coincidence that the same satisfactory state of affairs was chronicled by the great American agencies of this important proprietary. The event was celebrated in the land of stars and stripes by a banquet given to the vast army of employés and artisans after the shifts of workers had been constantly engaged night and day for some three months. The Company claims that



Hammer & Co.,

Adelaide.

MR. F. B. SOUTH.

its sales in South Australia reach 60 per cent. of the typewriters in use, and from the Adelaide agency travellers are active from year's end to year's end, in the city and the various provinces throughout the State, while sub-agencies are permanently located in some of the leading towns. Besides the stock of typewriters, Ellam's duplicators, and supplies of other up-to-date office requisites are carried. Another important feature of this business is the typewriter copying office. The typewriting for many of the large arbitration cases and extra heavy press work has been executed by this branch, as also the typing of the Tariff Commission of 1905, the Ocean Shipping and Tobacco Commissions,

and last, but not least, the Tramways arbitration case in 1905-6. In respect to the latter, twelve carbon copies were necessary to be made at one writing, which was a sufficiently big test to exemplify the merits of the Remington machine. Architects' specifications are a specialty, and the facilities which are provided for obtaining rapid and clear copies of these important documents are largely availed of by the designers of structural work in South Australia. The work of the copying office is formally supervised by Miss Leworthy. Mr. South, who has passed the Victorian Law Courts' examination as a shorthand-writer, undertaking the shorthand section. In addition to other matters, the agency has a well-equipped repairing plant, which is conducted by an expert and assistants. Miss Leworthy is a native of New Zealand, and came to South Australia early in her life, and has remained here since, while her partner in the business, Mr. South, is a native of this State, and is very well known in Adelaide commercial circles, though he gained the experience which he now so energetically makes use of, with the firm of Messrs. Stott & Hoare, Melbourne, already mentioned. Before closing this sketch it is interesting to state that the firm has incorporated an employment bureau, and has been instrumental in obtaining many engagements for bookkeepers and shorthand typists with leading firms in South Australia.

MALCOLM REID & CO., general furnishers, ironmongers, and galvanized-iron merchants, Franklin Street, Adelaide. This business was founded in 1881 by Mr. Malcolm Reid, in conjunction with Messrs. Russell and Dickson, under the style of Malcolm Reid & Co., timber and iron merchants. When the concern became fully established it was altered to Russell, Reid, & Dickson, its premises being situated at St. Vincent Street, Port Adelaide. In 1887 Messrs. Russell and Dickson retired from the business, and Mr. Emes, of Port Adelaide, was received into partnership, the title of the firm being altered to Reid & Emes. In the same year, Mr. Reid, leaving Mr. Emes in charge of the Port Adelaide business, proceeded to Broken Hill, where he established a very successful branch of the firm, as timber

and iron merchants, builders, contractors, ironmongers, and general furnishers. Some of the most important Government contracts for the erection of schools, etc., as well as those of leading hotels in the town were secured. Three years later, upon the retirement of Mr. Emes



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Adelaide.

MR. MALCOLM REID.

from the firm, Mr. Reid carried it on in his own name, opening another branch in Franklin Street, Adelaide, which was subsequently made the head office. In 1893 Mr. Reid, having entered the furniture-manufacturing business, opened in Rundle Street, Adelaide, as a general furnisher and ironmonger, the management being undertaken by his brother, Mr. John Harper Reid. At the close of four years the Rundle Street business was transferred to premises adjoining the timber-yard of the firm, where the furniture was manufactured. At the latter end of 1902 the timber branch of the business was disposed of to the Lion Timber Mills Company, only the furnishing and galvanized-iron business being retained. A year later Mr. Reid and his son, Mr. Malcolm Reid, jun., proceeded to Johannesburg, South Africa, where they established a successful timber and iron business. Mr. John Harper Reid was left to manage the Adelaide concern, of which, in 1905, he became a partner, the style being altered to Malcolm Reid & Co. In 1906 the senior partner left South Africa for London, where he established another branch, and where, at the present

time (1907) he does all the buying for the various departments of his extensive connection. During the year 1906 Messrs. Malcolm Reid and Co. considerably extended their premises in Adelaide. An immense and varied stock of goods is carried, and a large staff is constantly employed to cope with the demands of a wide and continually expanding trade. Both partners of this leading business firm are Australian-born, and are sons of Mr. John Harper Reid, who came to South Australia in the fifties, and was closely identified with the early history of Port Adelaide. MALCOLM REID, who is one of the most enterprising men of South Australia, was educated at the Port Adelaide Grammar School, and in subsequent years took a great interest in municipal affairs, being returned as Alderman of the City of Port Adelaide for several consecutive terms, and at a later date occupying the same position in the Adelaide City Council. He married a daughter of Mr. John Purches, bridge-builder and contractor. J. H. REID received his education at the Port Adelaide Model School, and subsequently attended Mr. McPherson's school at the Semaphore. At the conclusion of his schooldays he was apprenticed to the carpentering trade with Mr. James Williams,



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MR. JOHN HARPER REID.

builder and contractor, Port Adelaide. Mr. J. H. Reid, who is a member of the U.A.O.D., was married in 1894 to a daughter of Mr. Francis Mitchell, of Kadina.

General.

WALTER STUART BAILLIE HAMILTON, Private Secretary to His Excellency the Governor, Sir George R. Le Hunte, K.C.M.G., was born in London in the month of August, 1880, and is a son of Sir William Baillie Hamilton, K.C.M.G., C.B. He received his education at Eton College, and was appointed Private Secretary to His Excellency Sir George Le Hunte in 1906, entering upon the duties attached to the position on his arrival in South Australia, in April of that year. Mr. Baillie Hamilton, who has



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MR. W. S. BAILLIE HAMILTON.

attained considerable popularity since he arrived, is a member of the Bachelors' Club in London.

Captain the Honourable **ROBERT NATHANIEL DUDLEY RYDER**, Aide-de-Camp to His Excellency Sir George R. Le Hunte, Governor of South Australia, was born in London in 1882, and is the youngest son of the fourth Earl of Harrowby. He was educated at Harrow, and afterwards joined the 4th Battalion North Staffordshire Regiment, later transferring into the 8th King's Royal Irish Hussars. At the present

time, Captain Ryder holds the rank of Lieutenant in that regiment. He served in the South African war, 1900-1902. In 1905 he came to



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CAPTAIN HON. R. N. DUDLEY RYDER.

South Australia on his appointment as Aide-de-Camp to His Excellency Sir G. R. Le Hunte. Captain Ryder is a member of the Travellers' Club and the Cavalry Club.

CHARLES HOWARD ANGAS.

Being the only son of his father, the late Mr. John Howard Angas, whose pastoral and other interests were so extensive, both the duties and the career of Mr. Charles Howard Angas were, in a sense, imposed upon him by the necessity of the case. He was born in London in 1861, came to South Australia during his infancy, but returned to England in 1870 for education, where he remained for several years. In 1879 the entire family—father, mother, son, and daughter—was in England, when the unexpected intelligence of the death of Mr. G. F. Angas, founder of South Australia, was received, and rendered an abbreviation of the visit necessary. A return to the colony followed almost immediately, and from that

time Mr. Charles Howard became identified with the large pastoral concerns under his father's control. As the years went by, increasing responsibility came to him, and in addition to assisting his father he undertook enterprises on his own account, and achieved success as a stock-breeder, the excellence obtained by the Lincoln sheep and other stock at Tarrawatta being especially a tribute to his care and skill. Mr. J. H. Angas exercised authority and retained control till late in life, but a time arrived when even his strong will and wiry frame had to yield.



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MR. CHARLES HOWARD ANGAS.

An earlier chapter of family history repeated itself, and what Mr. John Howard Angas had to be to his father in failing health, his son was to him. On Mr. Charles, also, and in like manner, as a trustee and executor, has devolved a large share of the active work which the management of such an estate has involved, for which, however, previous experience has supplied efficient preparation. Mr. Angas has been for many years a member of the Pastoral Committee of the Royal Agricultural Society, and is interested in many kinds of field and aquatic sports, including polo,

coursing, and yachting. His home at Lindsay Park, near Angaston, was the former residence of his grandfather. In 1887 Mr. Angas married Lizzie, daughter of Mr. William Dean, of Adelaide, and has a family of three sons and one daughter.

ARTHUR WILLIAM PIPER, barrister and solicitor (Bakewell, Stow, & Piper), Cowra Chambers, Grenfell Street, Adelaide, was born at Faversham, Kent, England, on July 5, 1865, being the eldest son of the Rev. Thomas Piper, a well-known Methodist minister. He arrived in South Australia with his parents in January, 1870, and attended the State schools until, in 1877, he won a Government Exhibition, and completed his scholastic career at Prince Alfred College. Articled to the legal profession with Messrs. Fleming, Boucaut, & Ashton, he was admitted to the Bar in July, 1886, and immediately entered upon professional practice in Adelaide. In 1887 the firm of Joyner and Piper was established, which a year later became MacDiarmid, Joyner, & Piper, and carried on under this style until 1892. Mr. Piper then became a member of the firm of Symon, Bakewell, Stow, and Piper, which, upon the retirement of the Hon. J. H. Symon, became Bakewell, Stow, & Piper in 1897, and has continued up to the present time. Mr. Piper was Acting-Lecturer on Commercial Law at the Adelaide University in 1904 and 1906. He has been engaged in many important cases in connection with his profession, and takes part in various public movements, being a member of committees of several public institutions. He married in 1889 a daughter of the late Mr. John Counter, of Oakland Grange, Middleton.

J. R. ANDERSON, LL.B., solicitor, Unity Chambers, Adelaide, is a native of Adelaide, where he was born on June 12, 1864, and is a son of the late Mr. James Anderson, an early pioneer, who came to South Australia in 1848, and was employed at the building trade. He commenced his education at the Grote Street School, at which he won an exhibition, subsequently going to Prince Alfred College, and then to the University. In January, 1881, he was articled to the

late Sir John Bray, and three years later obtained the degree of Bachelor of Laws at the University of Adelaide, being admitted to the Bar in the following year. Mr. Anderson then commenced practice as a solicitor, and shortly afterwards was joined by Mr. R. C. Castle, with whom he practised for several years. He then entered into partnership with Mr. J. H. Gordon, K.C. (now His Honor Justice Gordon), and on the elevation of that gentleman to the Bench continued to practise on his own behalf. Mr. Anderson enjoys the uncommon distinction of having been appointed Attorney-General before he secured a seat in Parliament. He is one of the best known men on the civil and criminal side of the Bar, and has been connected with many of



MR. J. R. ANDERSON.

the most important cases in recent years, and has acted for the Government in many notable cases. For years it was regarded as certain that he would one day enter Parliament, and at the elections at Port Adelaide in 1902 he lost the seat by only three votes. In his early life Mr. Anderson took a great interest in literary societies, and at the initial Union Competitions was awarded first prize for an essay on "Federation," while he also gained prizes for essays on local subjects. He was at one time a prominent member of Union Parliament. He takes an interest in athletic sports, and is Chairman of the South Australian Football Association. In 1896 he married a daughter of His Honor Mr. Justice Gordon, and became a

member of the firm of Gordon, Bright, & Anderson in the same year. The firm is now known as Anderson & Gordon, Mr. Gordon being a nephew of Mr. Justice Gordon. Mr. Anderson is on the Committee of the Adelaide Racing Club, and is a member of all the leading Racing Clubs. He is a member of the Naval and Military and Stock Exchange Clubs, and of the Commercial Travellers' Association of South Australia.

THOMAS ROBERT BRIGHT, solicitor, head of the firm of Bright & Bright, Unity Chambers, Currie Street, Adelaide, is the younger son of the late Honourable Henry Edward Bright (one of the makers of the history of South Australia, and who is referred to in these pages), and was born at Gawler, South Australia, on March 15, 1852, receiving his early education at Gawler with the late L. S. Burton, and subsequently at the Glenelg Educational Institution, under the late J. M. Mitchell. On leaving school he was articled in 1867 to Mr. F. F. Turner, solicitor, completing his articles with Messrs. Way and Brook (the first-named now being Sir Samuel James Way, Bart., P.C., Chief Justice and Lieutenant-Governor of South Australia). Mr. Bright was admitted to the Bar of the Supreme Court in 1873, and shortly afterwards entered upon the practice of his profession at Clare, which was at that time the principal town and the outpost of the newly opened Northern areas, and soon had a practice which was the largest north of Adelaide. He resided at Clare for some fifteen years, and while there took considerable interest in all matters relating to the advancement of that town and district, and received election to the Mayoral chair. Mr. Bright is a lover of the noble game of cricket, and to him credit is due as a founder of the Cricket Ground at Clare, which he laid out and planted. He has represented the State in intercolonial cricket contests and against English Elevens. In 1889 he came to Adelaide, and entered into partnership with Mr. J. H. Gordon (now Mr. Justice Gordon), who controlled a very extensive city and southern practice, the firm carrying on under the title of Gordon & Bright. After some years the firm merged into

that of Gordon, Nesbit, & Bright, and at the present time the business is carried on under the name of Bright & Bright, his son, William Stuart Bright, having been admitted to the Bar of the Supreme Court of South Australia in 1902. Mr. Bright has taken a considerable interest in the mining industries, and has been for years a director of mining companies, with interests both in this State and Western Australia, and all the other States of Australasia. Mr. Bright is still an ardent sporting enthusiast, and is a prominent member of the South Australian Jockey Club, a member of most of the Racing Clubs of the State, and a member of the South Australian Cricket Association. In May, 1874, he was married to Jane,



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MR. THOMAS ROBERT BRIGHT.

second daughter of the late William Rogers, of Sandergrrove, and has a family of two sons—William Stuart and Percy Douglas, the latter being an auctioneer in the firm of Matthews & Co., Adelaide; and one daughter, married to Mr. W. E. Hodge, of Moorundie, Georgetown.

JUDAH MOSS SOLOMON-SENIOR, barrister and solicitor, 9, Widows' Fund Building, Grenfell Street, Adelaide, is a native of South Australia, having been born in the capital city in 1857. He is the younger son of the late Hon. Emanuel Solomon, a South Australian legislator, who served in both Houses of Parliament at various

periods. This gentleman was a shipowner, and came to South Australia in 1839, his vessels being the first to trade between Adelaide and Sydney. The subject of this memoir was educated at St. Peter's College, and was for a term at the Sydney Grammar School. At the close of his scholastic career he was articled to the legal profession with Mr. John Downer (now Sir John) in 1874, and five years later was called to the Bar, since which time he has continued in the practise of his profession, and for twenty years has occupied the same suite of offices in the Widows' Fund Building, Grenfell Street, Adelaide. His forensic skill has been availed of by the South Australian Government on numerous occasions, and in this capacity he drafted the Companies Act of 1890, and many others of considerable import. During the course of his successful career at the Bar Mr. Solomon-Senior has acted as counsel in a number of *causes celebres*, the chief of which, perhaps, was that of the City of Adelaide Land and Investment Company *v.* Thomas Bent, at present (1907) Premier of the State of Victoria. Another case which attracted a great deal of public attention at the time, and in which Mr. Solomon-Senior acted for the Government, was the celebrated railway case, known as the "Campbell Compensation Case." Mr. Solomon-Senior has been twice married. Three years after the death of his first wife, which event occurred in 1902, he married a daughter of Mr. J. M. Solomon, of Adelaide.

PERCY EMERSON JOHNSTONE, barrister and solicitor, Unity Chambers, Currie Street, is a native of South Australia, having been born at Norwood in the year 1874. He is the elder son of the late Mr. William Craig Johnstone, who was at the time of his death (1894) Superintendent of Waterworks at Port Augusta. The gentleman under review received his education at Prince Alfred College, and subsequently studied at the Adelaide University, graduating in Arts in 1894 and in Law four years later. He was articled to the Hon. J. H. (now Mr. Justice) Gordon, and was called to the Bar of the Supreme Court of South Australia in 1899. Mr. Johnstone acted as *locum tenens* for Mr. T. C. Holland,

the well-known solicitor, during the absence of that gentleman in England for the greater part of 1902, and at the end of that year started in practice on his own account. In November, 1903, he was appointed Honorary Secretary to The South Australian Law Society, and is lecturer on Contracts and Commercial Law at the University of Adelaide.

DAVID WAITE, pastoralist, is the second son of Mr. Peter Waite, Chairman of Directors of Elder, Smith, & Co., Limited. He was born at Glenelg on January 7, 1875, and received his preliminary education at St. Peter's College. At thirteen years of age he proceeded to England, and completed his scholastic career at Cheltenham College, returning to South Australia at the end of three years. Mr. Waite entered the firm of Elder, Smith, & Co., where he gained a varied practical and commercial experience in all departments during the few months of his connection with the house. He then joined the Pastoral Company as a junior, and subsequently became commercial manager, having acted as inspector of North Beltana, Momba (New South Wales), and Mutooroo Stations, in the two first of which he is now a shareholder. Mr. Waite availed himself of three years' practical experience in Elder, Smith, and Co.'s Wool Department at Port Adelaide, and has found the knowledge there gained of considerable value. He is a member of the local Pastoral Association, and travels a great deal, being well-known in pastoral circles in all the States. The gentleman under notice has from his youth been a keen enthusiast in hunting and a good sportsman generally. He is a great lover of horses, and has gained many prizes for his fine hunters at various shows. He is a member of the Adelaide Hunt Club, and acts on the committee, being also associated with the Adelaide Polo Club, of which he is a committeeman. Mr. Waite was a member of the crew which took part in the first inter-State rowing contest at Brisbane, Queensland, in June, 1900. He resides with his father at Burnside, South Australia.

HENRY KELLY, one of the founders of the Royal Agricultural Society, was born at St. Andrew's Square, Glasgow, on June 1, 1826, receiving his education in his native

city. He is a son of the late Mr. James Kelly, muslin manufacturer, of Glasgow, who died in 1837. Three years later Mrs. Kelly, with her family of six sons and six daughters, sailed for South Australia in the ship "Martin Luther," landing early in September, 1840. They took up land almost immediately on the Onkaparinga, about a mile above Oakbank, and all the brothers kept together until the outbreak of the gold fever in Victoria, when they separated. Mr. Henry Kelly, it may be noted, was one of the most famous ploughmen in South Australia in his younger days. In 1850 he went home to England to visit the Great Exhibition, and, with the consent of his brothers, to bring out the latest agricultural implements procurable, and one of the best Clydesdale stallions. Unfortunately, upon the return voyage the vessel was in great danger of being wrecked, which resulted in the loss of this valuable horse. Mr. Kelly introduced into South Australia the mowing machine which was exhibited by Mr. McCormick, and took first prize at the Exhibition of 1851. Upon his return to his adopted country he again turned his attention to agricultural and pastoral pursuits, and, subsequently, became one of the large landowners of South Australia.



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MR. HENRY KELLY.

He interested himself prominently in all matters pertaining to the agricultural industry in the State, and was associated with the founding of the Royal Agricultural Society in 1844,

with which body he has been identified ever since. He was also one of the founders of the Mount Barker Agricultural Society, three years later; and of the Light and Barossa (now the Kapunda) Agricultural Society, where he exhibited at the first show in 1857. In the early fifties Mr. Kelly received a commission of Justice of the Peace, Sir G. S. Kingston and Mr. John Dunn, of Mount Barker, being gazetted at the same time. He has been a member of the Destitute Board for about twenty years, and was associated for a lengthy period with the Stow Memorial Congregational Church, occupying the position of deacon. Although he has arrived at the advanced age of eighty years, he is still actively engaged in agricultural pursuits, and takes a great delight in the good old English game of bowls, being a frequent player on the green at the Semaphore, of which he is one of the most ardent supporters. He also finds healthy recreation in gardening. Mr. Kelly married, in 1851, Jeanette, daughter of Mr. Dennis Currie, merchant, of Clyde, Scotland, and in 1901 celebrated his golden wedding. His town residence is at the Semaphore.

HENRY PERCIVAL MOORE, Manager of the South Australian Company, was born at Adelaide, South Australia, on November 8, 1860. He is the fifth son of the late Robert Waters Moore, M.R.C.S., F.L.S., a leading medical practitioner in Adelaide for many years. The gentleman under review acquired his scholastic training at St. Peter's College, and, upon its conclusion, joined the service of the Bank of Australasia. In this service he had opportunities of gaining much valuable commercial experience. For some years he occupied the post of manager at Strathalbyn, being transferred later to Mount Barker. He was subsequently promoted to the position of accountant at the head office, but, in 1901, resigned from the service of the bank in order to enter upon the duties of Colonial Manager of the South Australian Company. The Advisory Board of this important institution is composed of the following gentlemen:—Sir J. L. Stirling, Messrs. Joseph Fisher, J. W. Bakewell, and T. E. Barr Smith. As may be readily assumed, Mr. Moore's work is of a very responsible nature.

Apart from his business life, he finds time to devote attention to other matters. He is one of the Governors of St. Peter's College, and a committeeman of St. Peter's Old Collegians' Association; a member of the committee of the South Australian Amateur Athletic Association.



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MR. HENRY PERCIVAL MOORE.

tion; and is very keenly interested in all athletic sports. Mr. Moore married, in 1885, Eleanor, eldest daughter of the late Mr. William Harper Formby. He resides at Buxton Street, North Adelaide.

JAMES SMITH PRINGLE BROOKS, artist, was born in London in 1857. He is the son of Mr. James Smith Brooks, inventor and botanist, whose great-uncle was the famous Dr. L. Smith, D.D., LL.D., who was termed "the father of geology." Another great-uncle was the celebrated Dr. Adam Smith, M.A., D.D., LL.D., the author of "The Wealth of Nations." His mother was formerly Miss Caroline Townley, of the Townleys of Royle, whose family seat was at Townley House, Ramsgate, Kent. Mention is made in the book of "The Turner Gallery" that her late Majesty, when Princess Victoria, and her mother, the Duchess of Kent, used to stay there. It was there that Mr. Brooks's maternal great-grandmother (Miss Kitty Townley, the friend and favourite pupil of Sir Joshua Reynolds, R.A.) entertained the nobility at her celebrated masked balls in the reign and in the presence of William IV.

and her late Majesty and the Duchess of Kent; and Miss Kitty Townley, by request, gratuitously painted the colours of the Kentish Regiment, and presented them herself, a full account of which was published in the *London Times*. Mr. Brooks' cousins are Colonel Robert Townley Caldwell, M.A., the present Professor of Ethics at Cambridge University, and Past Provincial Grand Master of Freemasons; Lady O'Hagan, Lady Camoys, and the Countess of Spencer, of the Irish branch of the family; and the celebrated Colonel Townley, of Indian mutiny fame. His great grandfather was the Rev. James Townley, D.D., LL.D., author of the celebrated play entitled, "High Life Below Stairs," and other works, who was the intimate friend of David Garrick; and his grandfather was the Rev. Henry Townley, who, at his own expense, became a missionary in India, which was the cause of the family seat in Kent being vacated. The Rev. Charles Gosling Townley, D.D., LL.D., a grand-uncle, was the well-known missionary in Ireland. The Townleys of Royle and Townleys of Townley were of yore one great English kindred; but on account of family schisms on religious convictions drifted into two factions. The affluence of the family is mentioned by Ralph Waldo Emerson in his essay



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MR. JAMES SMITH PRINGLE BROOKS.

on "Wealth." The late Bishop Reeves, of County Down, Ireland, married Miss Chatty Townley, a cousin of Mr. Brooks. It was from his maternal great-grandmother, Miss

Kitty Townley, that Mr. Brooks evidently inherited his talent for art. Educated at the Church of England College, Taunton, he won all the college prizes as a boy, and later at several public exhibitions. So marked was his talent that he was placed under the veteran art craftsman, Mons. Jébault, who came from Paris to teach those students of the provincial colleges who displayed artistic ability. The family removing to Devonshire, Mr. Brooks, with his father, followed a course of botanical study and observations of Nature, submitting all the while his studies to Mons. Jébault for criticism and adjustment. The family afterwards returned to London; and Mr. Brooks, at the suggestion of his master, took an extended course of study in art craft and observation at the Turner Gallery. As a young man, on account of his health and prospects, Mr. Brooks came to Australia; and, continuing the pursuit of his beloved profession, travelled through the bush of the various colonies to acquaint himself with Austral Nature's moods. He subsequently returned to England, and renewed his acquaintance with Turner's works, evincing particular care and patience in acquiring the methods of the great masters. Then, travelling through America, Africa, and Samoa, and adjoining islands, he finally settled down in South Australia with his sister, Miss Caroline Pringle Brooks, R.A.M., who studied singing under the late Signor Manuel Garcia, and who has always been an amateur. Mr. Brooks's style of painting undoubtedly belongs to the highest—that of an "impressionist." His exhibitions in the Australian States (and in South Australia particularly) have invariably been unqualified successes, the press and public paying just tributes to a consummate art craftsman, a true votary of Nature, and an enthusiastic depicter of all her sublimities.

HANS HEYSEN, artist, was born at Hamburg, Germany, on October 8, 1878, he being the third son of Mr. Louis Heyesen. He arrived in South Australia with his parents when he was about seven years of age, and was educated at the East Adelaide Model School, under Mr. Alfred Williams, now Director of Education. He very early displayed a talent for painting and drawing, and attended the School of Design one day and a half per week for

twelve months, for the purpose of studying. He went to Paris in 1900, and entered Julianne's Academy, his professors being MM. J. Paul Laurens and Benjamin Constant. He was absent for four years, during which he spent three winters in Paris, a summer in Amsterdam, and



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MR. HANS HEYSEN.

his last year in Italy. He sojourned four months at Florence, and afterwards visited other towns in Italy, painting, and studying art. In 1891, at the Salon, in Paris, he exhibited an oil-painting, entitled "The Duens, Holland," which was highly eulogized for its fidelity to Nature. After spending a couple of months in Capri, Italy, he embarked at Naples for Adelaide, and six months after arrival formed a studio at Steamship Buildings, Currie Street, and began teaching oil- and water-colour painting, black-and-white, and pastel. He subsequently removed it to his home at Hurtle Square, where it is at present located. The trustees of the Sydney Art Gallery purchased the first picture he painted in Australia, "The Coming Home," representing cattle at evening. Two other pictures—"Sunshine and Shadow," depicting saplings, and "Mystic Morn," a bush scene—were secured for the Melbourne and Adelaide Art Galleries respectively. Two small monotypes of Mr. Heyesen's—"A Corner in Rouen" and "A River Path on the Torrens"—are also hung in the Adelaide Art Gallery. All of these pictures are much admired. At his studio Mr. Heyesen conducts classes

from life on Fridays and Saturdays, and he has a large number of pupils. He is a member of the South Australian Society of Arts and of the Art Society of New South Wales. In 1904 he married Miss Sallé Bartels, and has one daughter.

LISLE GARDNER JOHNSON, of Hazeleigh Estate, Saddleworth, stock-owner and agriculturist, is the youngest son of the late Mr. James Angas Johnson, and a great-grandson of George Fife Angas, one of the founders of South Australia, whose name is indelibly written in its annals. Mr. J. A. Johnson was interested in pastoral pursuits, success in which has brought both fame and fortune to other members of the Angas family, and also did an extensive business in Adelaide as land and estate agent, in which capacity he acted as attorney for absentees, etc. Mr. Lisle G. Johnson was born at the residence of his father, near Adelaide, in 1878. He received his scholastic education at Whinham College, North Adelaide, at that time one of the most flourishing academies in the city, and followed it up by acquiring business training and experience in his father's office. Mr. J. A. Johnson maintained an active connection



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MR. LISLE GARDNER JOHNSON.

with business affairs until the time of his decease, and when his death occurred, in 1902, Mr. Lisle Johnson took over the personal management of the Saddleworth estate. The

energy and enterprise which distinguished the career of the father were also conspicuous characteristics of the son. He has taken much interest in the improvement of stock, and his importations of Dorset-Horns—said to be the best mutton sheep in the world—may be classified among its evidences. Agricultural interests in all their departments, and stock-breeding in several branches, have in Mr. Lisle Johnson an ardent and intelligent supporter. He is one of the leading members of the Agricultural Society of Saddleworth, is a large wheat-grower and breeder of ponies, and his estate is noted for the excellence of its merino and Dorset-Horn sheep.

JOHN LEWIS, station-owner, was born at Macclesfield, South Australia, on July 5, 1855. He is the second son of the late Mr. Henry Lewis, a well-known grazier of the district, and one time proprietor of the Macclesfield Brewery. Mr. H. Lewis obtained a gold medal at the International Exhibition, London, for his "Macclesfield Ale" in 1873. The subject under notice received his early education at Macclesfield, and subsequently attended Sevenhills College, near Clare, at the close of his schooldays entering his father's brewery. Here he remained for seven years, and, in addition to learning the business, gained a good practical commercial experience. Two years were subsequently spent on various stations as contractor, at the end of which time Mr. Lewis entered upon hotel-keeping in Adelaide, and continued in this business for some years, eventually retiring in favour of sheep-farming. In conjunction with Mr. R. Mathieson he acquired the Crown lease from the Government for "Nilpena" Station, situated near Parachilna, but sold out after two years and purchased "Mundi Mundi" Station, on the border of New South Wales. This property comprises over 600 square miles of country, and Mr. Lewis is continually enlarging its borders by buying out adjoining settlers, etc. It carries 30,000 sheep and 100 head of cattle, besides a number of horses. Mr. Lewis also owns "Wilpena" Station, near Hawker, 750 miles in extent, and capable of carrying 30,000 sheep, now stocked with 16,000 sheep, 400 head of cattle, and 100 horses; and holds the largest interest in "Wirralpa," near Blinman, the whole area of which, some 1,600

square miles, is being completely surrounded by wire-netting to exclude wild dogs and rabbits, etc. Mr. Lewis, who is held in great respect by pastoralists in South Australia and elsewhere, holds office on the executive council of the Pastoralists' Association. In 1888 he married



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MR. JOHN LEWIS.

Alexandrina Helena, daughter of the late Mr. John Pearson, of "Islington House," South Road, and has five daughters and three sons. He resides at "Tenterden," Woodville, which is surrounded by a beautiful garden and shrubbery, and includes seventeen acres of land well situated, being near to the seaside and within easy access to the city.

EDWARD RUSSELL was born at Leominster, Herefordshire, in the year 1844, and comes of a sturdy race of farmers. Mr. Russell was brought up to farming pursuits in the old country, but, when a youth of nineteen, he relinquished this calling and emigrated to Australia, landing at Melbourne in 1863, and came straight on to Adelaide. Subsequently he engaged in sheepfarming in the Far North, and has been continuously associated with the pastoral industry in South Australia ever since. Mr. Russell owned the Mundowdna Station and Finnis Spring Run, where he went in for breeding cattle on a fairly large scale. After the drought, he sold his interest to his son, Edward Harcourt Russell, who holds part of the Mun-

dowdna and Callanna Runs, and resides at Hergott. Since taking up his residence at North Unley, Mr. Russell has had erected a number of handsome villas, and it is largely due to his efforts in this direction that the district has made such excellent progress. He is the owner of be-



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MR. EDWARD RUSSELL.

tween twelve and twenty substantially built villa residences in that part of the Corporation. Mr. Russell was married in 1870 to Louisa Helen Meyrick, who was born in Wales, England, a daughter of the late Mr. Morgan Meyrick, a very early pastoralist of South Australia. His family consists of two sons and three daughters.

FREDERICK WILLIAM HERMANN FUSS, Fisher Street, Fullarton, was born in the Hartz Mountains, in the Kingdom of Hanover, on March 6, 1844, but arrived in South Australia with his parents in his infancy. His father was foreman of the charge-yard of the smelting-works at the Burra, and young Fuss was put to local schools to receive his education. At twelve years of age he was at work on the mines, and he continued in this till he was sixteen. Then after seven years in the smelting-works he removed to Moonta, and followed mining pursuits as a contractor until he was thirty-one. At this period he took up 212 acres of scrubby land near Moonta, and started farming. From time to time he purchased

adjoining holdings, and greatly extended the place, which now consists of 3,400 acres, and is a well-managed and productive concern. In 1906 it yielded 4,500 bags of wheat. Mr. Fuss retired in 1896 from active work, leaving his two sons, Hermann and Frederick, to attend to the farm, which he is still interested in, as well as other similar properties. On his retirement he lived at Moonta, and took some prominent part in managing local affairs. He was a member of the Kadina District Council for eight years, during two of which he was Chairman, and for thirty years was a member of the committee of the Moonta Agricultural, Horticultural, and Floricultural Society, of which for twelve years he was Vice-President. In 1904 he purchased his present picturesque residence, "Glen Al-



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MR. F. W. H. FUSS.

wyne," in Fisher Street, Fullarton, and has since added most desirable improvements, both in the building and the grounds. Mr. Fuss is an enthusiastic gardener, and the tastefully laid out and judiciously planted gardens which surround his residence bear ample evidence of his taste and skill in this direction. Mr. Fuss is Vice-President and Chairman of the Farmers and Producers' Political Union. He was married first in 1864 at the Burra; and again in 1900, to Mary, daughter of the late Mr. Thomas Jarrett, of Langhorne's Creek. The family by the first marriage consists of three sons and by the second three daughters.

CHARLES HOPE HARRIS was born at Suffolk, England, in 1846, and is a son of the late Rev. Samuel Link Harris, Congregational minister, who came to South Australia with his wife and family by the sailing-ship "Asia" in 1851, and settled in the district of Macclesfield. At the close of his school-days Mr. Harris entered the Survey Department in 1863 as a cadet in the Field Branch, and was promoted to the charge of a party in 1865. He afterwards spent a period in Melbourne, qualifying as a mine surveyor and shire engineer, and, returning to Adelaide, obtained his surveyor's licence in 1869, and opened in Gresham Chambers, on the site where the Australian Mutual Provident building now stands, remaining there until 1871. In that year he was specially engaged by the Government to push on surveys in the northern agricultural areas, and early in 1872 he laid out the town of Port Pirie on the "spider-web" system, and also surveyed Laura, Curramulka, Ardrossan, and other towns. In 1874 he took charge of the trigonometrical survey north-west of Port Augusta, and pushed out beyond Lake Gairdner as far as Wilgena. In the course of his survey he discovered and mapped Lake Harris, which was named in his honour by the Govern-



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MR. CHARLES HOPE HARRIS.

ment. During 1875 he was transferred to the office staff, and subsequently engaged on special work for the Department. In 1886 Mr. Harris was appointed Examiner of

Licensed Surveyors' Work, and still holds this position, besides being the Trigonometrical Computer and Secretary to the Board of Examiners for Surveyors. He has been a member of the Institute of Surveyors from its inception, and was elected Vice-President for many years in succession. He is the acknowledged authority on variation and dip of the magnetic needle in South Australia, having taken observations and made records for nearly thirty years; was for ten years Lecturer and Examiner on Surveying at the Adelaide School of Mines, and at Roseworthy Agricultural College; is one of the founders of the South Australian Branch of the Royal Geographical Society and of the Astronomical Society, being still a member of both bodies. He is the author of the "Handbook for Government Surveyors," now in the third edition; pamphlets on "Variations of the Compass," read before the Royal Society in 1883; "Terrestrial Magnetism," "Limits of Error in Field Work," and "Declination of the Magnetic Needle," read before the Surveyors' Institute; "Geographical Nomenclature of South Australia," and "Photogrammetry," given at the Science Congress meeting at Adelaide in 1893; "South Australian Latitudes and Longitudes" at the recent Science Congress held at Adelaide in January, 1907, all of which have been published by the Associations in whose interests they were prepared; also, of an exhaustive work in MS. on "Geodesy and Practical Astronomy." As one of the editors of the *Public Service Review*, Mr. Harris has contributed some interesting biographical and historical articles to that journal, and he is known through the States as a correspondent on scientific matters. Though failing sight necessitates the discontinuance of some activities, he is still engaged in the practice of his profession, and takes a keen interest in the early history of the State, and in native names, etc. He has been a member of Clayton Congregational Church for thirty-one years, and wrote up the history of this Church on the occasion of its jubilee in 1906 (printed as a brochure of 32 pages). In 1876 Mr. Harris married Margaret, second daughter of the late Rev. James Howie, for thirty-five years Congregational minister at McLaren Vale, and has a family of three sons and four daughters.

GEORGE ARTHUR GOYDER, F.C.S., assayer and analyst, Bank of New Zealand Chambers, 12, Pirie Street, Adelaide. Of the multitude of men who go to make up those necessary to the progress and intelligent development of the mining industry the assayer and analyst is a person of considerable need. His services are indispensable at the very outset of a new "find." His verdict on the specimens discovered is the unerring guide for the investors who are contemplating the unearthing and treatment of the ore which it is proposed to treat. Again, with the modern caution exercised with regard to our food supplies, the analyst's services are always requisitioned. So for the attainment of either wealth or health he is a factor to be reckoned with. Mr. Goy-



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MR. GEORGE ARTHUR GOYDER.

der was born in Adelaide in 1855, and is the eldest son of the late Mr. G. W. Goyder, once South Australia's Surveyor-General, and was educated at St. Peter's College, and by private tuition. He had chosen his profession ere completing his scholastic studies, and, indeed, had given it close study in his schooldays. His first practical training was in an assay office at Moonta for two years, and he then took charge of the manufacture of bi-sulphide of carbon at the Government Farm for three or four years, until the cessation of that branch by the South Australian Government, when he was retained in the service as Government Analyst, being subsequently transferred to a similar position in the School of Mines and

Industries, where he remained until 1902, having been in all twenty-four years in the service of the South Australian Government as analyst and assayer, and only relinquishing at the period just named owing to the economic policy of those in power. He immediately started in private practice at his present laboratory, and has since been a very busy man, his principal occupation being referee work as general metallurgical assayer for the big Broken Hill silver mines and others in this and other States. He is the discoverer of a new method for the measurement of gold prills, now almost unanimously adopted all over the world. He is credited as having been the first to have analyzed "stibic tantalite," from Greenbushes, in Western Australia, and to publish the existence of this new mineral. America is the only other place where it has been found. "Sulvanite," unearthed near the Burra, and so far unknown elsewhere, is also to be attributed to Mr. Goyder. He is an analyst under the Food and Drugs Act of South Australia, as also the Fertilizers Act. Mr. Goyder is a married man, and resides at "Gwydyr," Gilberton.

Captain THOMAS EDWARD CREER was born at Adelaide on March 17, 1850, and is a son of Captain Joseph Creer, who, after spending many years in the South Australian pilot service, now lives in retirement at Sydney, where the subject of this notice finished his education after a primary course at St. Peter's College. It is a fact of interest that Captain Creer's grandfather, the late Mr. Thos. Cain, owned the first flour-mill and cloth factory in South Australia. Young Creer displayed a bent for engineering work, but, after serving four years in the employ of Captain Henry Simpson, of the Black Diamond Line of sailing ships, decided upon navigation as a profession, and proceeded to England, whence he traded to Australia, Canada, India, and other parts of the world for several years, and passed the examination for second officer there. Returning to Sydney he completed his examinations, and, obtaining all his certificates, came to Port Adelaide in 1873, where he subsequently secured a berth as chief officer of the barque "Kalahome," belonging to

Captain Simpson, and retained this position until appointed master of the "Floral Star," barquette, in 1875, owned by Messrs. W. R. Cave, Grierson, & Wells, trading to New Zealand and interstate ports. Twelve months later Captain Creer took command of the steamship



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CAPTAIN THOMAS EDWARD CREER.

"Euro," and later the "Emu," of the "Euro" Steamship Company, Limited, and was engaged in the gulf trade for about seven years, after which he became connected with the Spencer Gulf and Adelaide Steamship Company, trading between the States in command of the "Franklin," "South Australian," and "Victorian." In 1883 he inaugurated the Western Australian trade for the Adelaide Steamship Company. In January, 1890, Captain Creer became Secretary and Manager of the Adelaide Steam Tug Co., Ltd., which post he has held ever since. The Company has five tugs, seven launches, and nineteen hulks and barges as lighters, continually in operation, and does nearly all the lightering in South Australian waters. Captain Creer, who is very widely known and popular in shipping circles, resides at the Mail Station, Semaphore, where numberless telephones are installed to facilitate ready communication with all parts. He was married at the Semaphore, in 1892, to Catherine, daughter of the late Mr. John Neill, well known in the Port Adelaide district.

EDWARD NICOLLE DEWHIRST, President of the Port Adelaide Institute, was born at Jersey, in the Channel Islands, in the year 1850. He is a son of the late Mr. Edward Dewhirst, well known as an Inspector of Schools in the Education Department of South Australia, who died at the ripe old age of 87 years. Mr. E. N. Dewhirst, after completing his education at St. Peter's Collegiate School, Adelaide, followed farming pursuits for several years, but, abandoning this line of life in 1875, entered the service of the National Bank of Australasia, Limited, being employed in the Adelaide office as a junior. Working his way rapidly up through the various grades of the department, he was appointed four years later to the management of the Edithburgh branch, and, subsequently, to Port Augusta,



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MR. EDWARD NICOLLE DEWHIRST.

in the same capacity. In 1894 Mr. Dewhirst was transferred to Port Adelaide, and has retained the management of this important branch ever since. Local public affairs have always commanded his active interest, and he has been associated with the Port Adelaide Institute since 1897, having occupied the position of Honorary Treasurer for some few years before his appointment as President in 1905. From the earliest days of his arrival in Port Adelaide he has been a member of the Royal South Australian Yacht Squadron, and acts on the committee of the same. Mr. Dewhirst is a married man, and his family consists of six sons and one daughter.

ARTHUR DAVIS, President of the Port Adelaide Branch of the Australian Natives' Association (1905), is a native of Victoria, having been born at Tarraville, South Gippsland, in 1858. He is a son of the late Mr. George Davis, one of the earliest pioneers of that district, who carried on as a builder and undertaker for very many years. Mr. Arthur Davis was educated in Tarraville, and at the termination of his studies was apprenticed to the leather-dressing trade. Having served his indentures, he relinquished that calling, and entered the employ of Messrs. Thomas Trood & Son, the well-known hop-bitters manufacturers, of Sale. Here he remained until the business was sold, and upon the removal of Mr. Trood to Melbourne, Mr. Davis joined him in the large cordial and aerated-waters factory built by the former gentleman at Fitzroy. In 1893, on account of the ill-health of his wife, Mr. Davis left Victoria and sailed for Western Australia, where, shortly after arrival, he became associated with the firm of Donaldson & Collins, in Perth, with whom he continued for six and a-half years. After his wife's death, which occurred in 1899, Mr. Davis returned to Victoria, and was for a time engaged in business as a newsagent in Fitzroy, but sold his connection, and



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MR. ARTHUR DAVIS.

turned his steps towards South Australia. Here he accepted the management of the Port Adelaide and Adelaide Co-operative Mineral Waters Company, Limited, a posi-

tion he has retained ever since. Mr. Davis was one of six gentlemen who were associated in the inauguration of the local branch of the Australian Natives' Association at Port Adelaide, an important institution, having for its chief object the encouragement of national patriotism. Mr. Davis has taken an active part in the fostering of this Society, which has now secured a strong footing, both in this and the sister States, and his appointment as President in 1905 was a suitable recognition of his disinterested services. Mr. Davis is a member of the Buffalo Lodge, and Treasurer of the R.A.O.B., and has passed through all the chairs of the latter lodge. He is a member of the Port Central Bowling Green, and Vice-President of the National Football Club; while his name is well known as a supporter of all local sporting functions, and any movement conducive to the advancement of the welfare of our chief seaport city.

HAMMER & Co. (W. H. Hammer and C. R. Bond), 6, Rundle Street, Adelaide, photographers to "The Cyclopedia of South Australia." The firm of art photographers under notice occupies a foremost place in the front ranks of Australia's leading artists of the day. Its name has become a household word throughout the length and breadth of the State, and is also widely known in the several States of the Commonwealth. From a very modest beginning the firm, by the excellence of its work, has attained the premier position in the Central State, which

if present indications are any guide, they will retain for many years to come. The business was originally established by Mr. W. H. Hammer, in premises opposite the York Hotel, in Rundle Street, in February, 1879, and from the very first grew in public favour, so that before long increased accommodation became necessary, which was secured in the conveniently situated premises now occupied by the firm near King William Street. Photography, as successfully conducted by Hammer and Co., is at once an art, a science, and a commercial undertaking. A natural artistic gift, developed by skilled training and close study of

their particular branch of the work in hand, is a necessary qualification for each member of the staff engaged in the principal parts of the delicate process, from the dexterous operator under the skylight, who first composes, lights, and forms the pictures, to the talented retouchers, printers, and clever finishers of both large and small portraits, some of whom in the latter department possess a skill equal to that of the miniature-painters. The highest excellence is thus obtained. Messrs. Hammer & Co.'s collection of negatives row numbers tens of thousands, and their photographs command the highest prices in the State.



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